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DECEMBER 22, 1950

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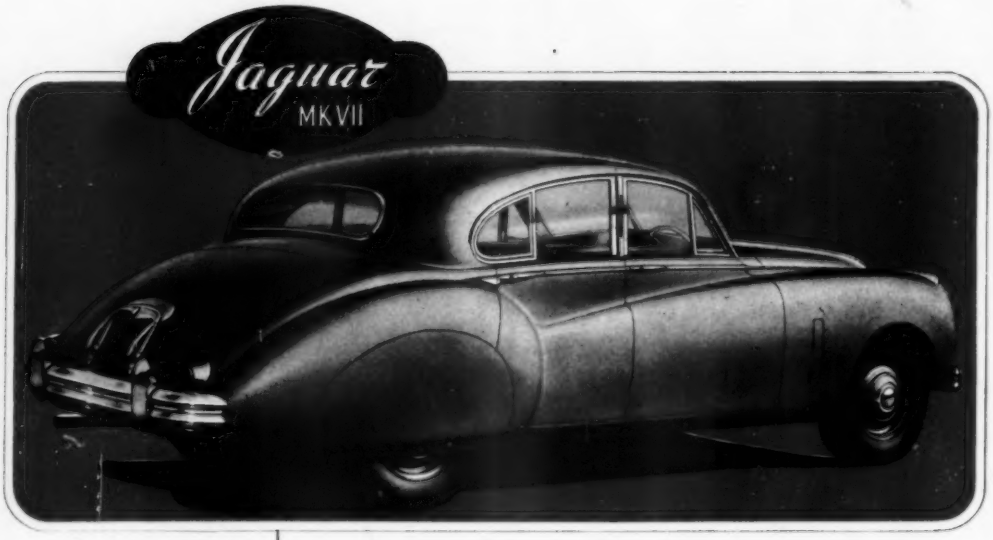

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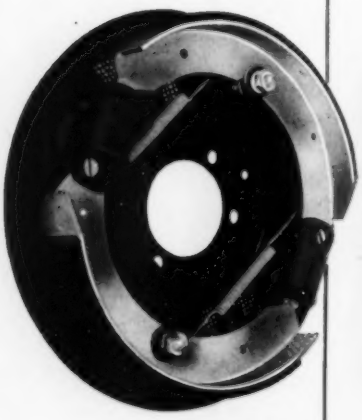

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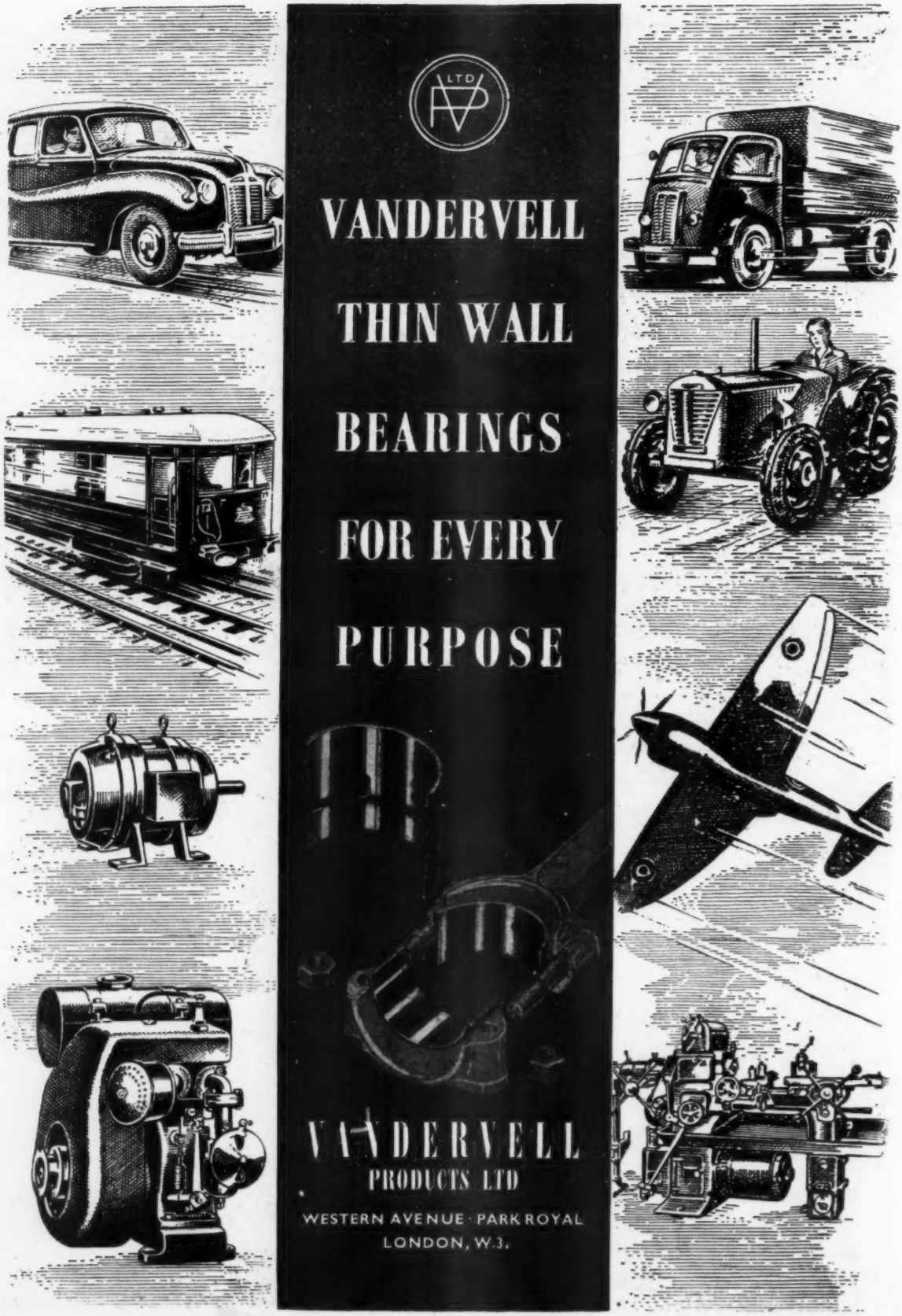
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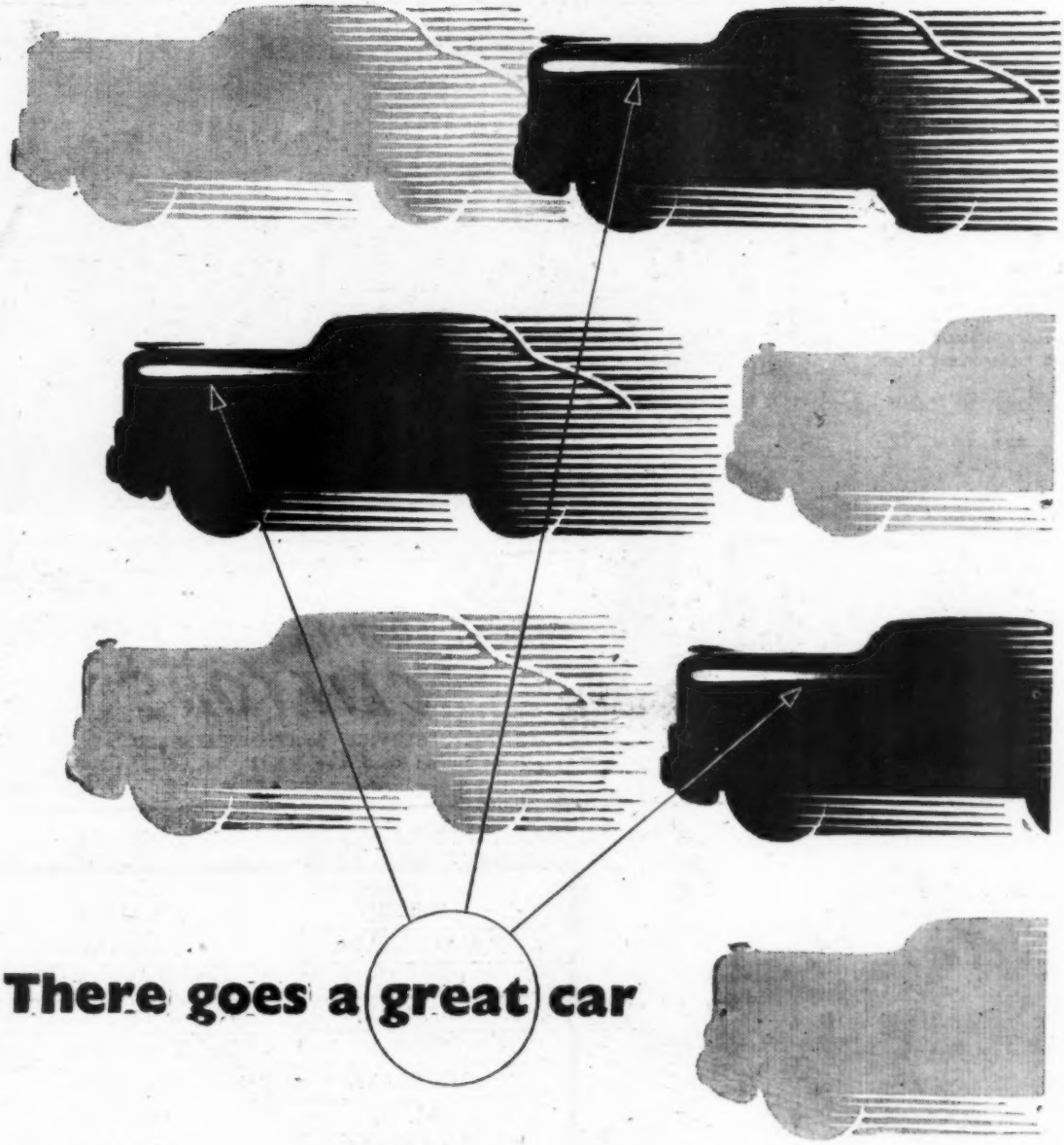

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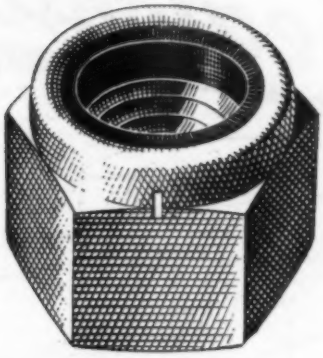
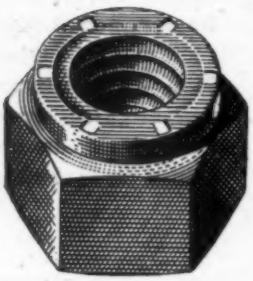
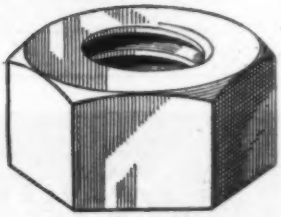


SIMMONDS NUT



PINNACLE NUT



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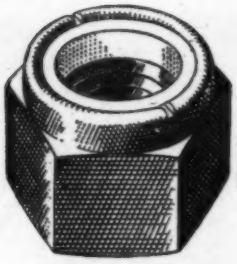

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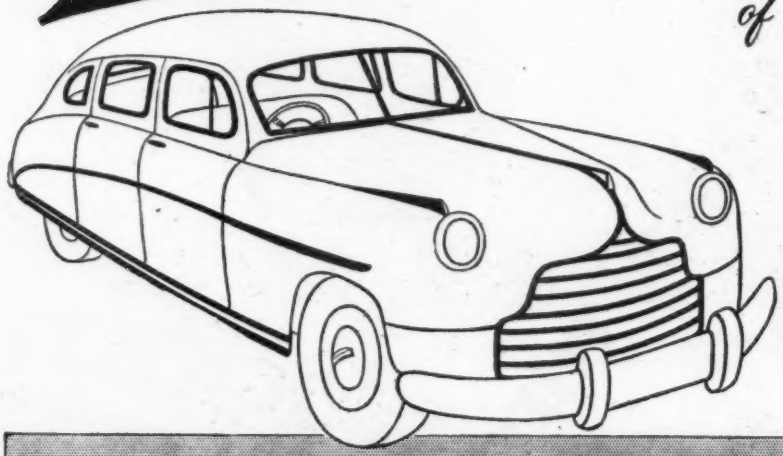

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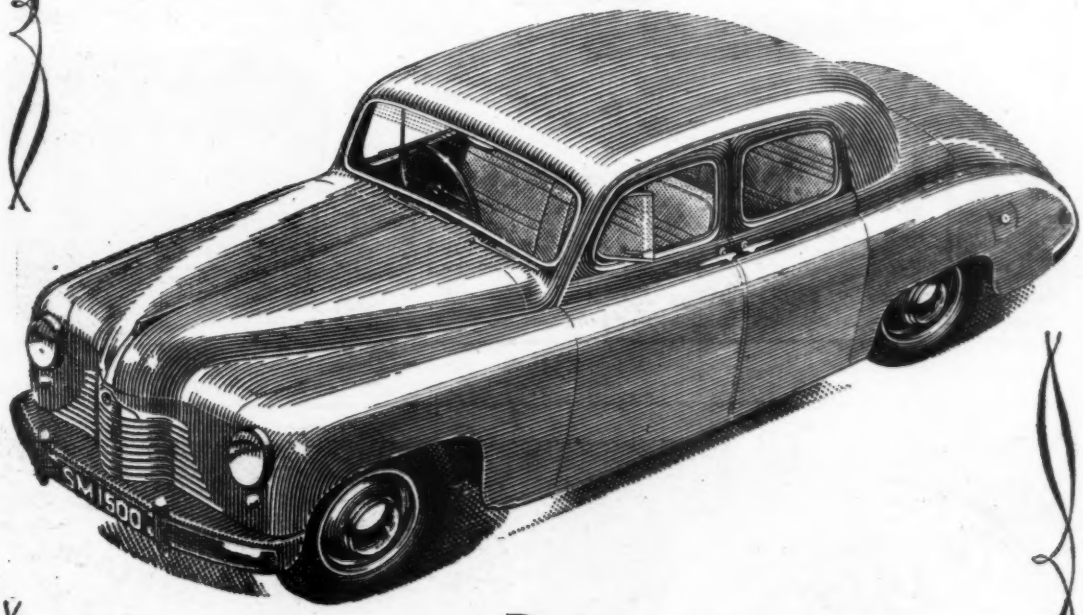
The SM 1500



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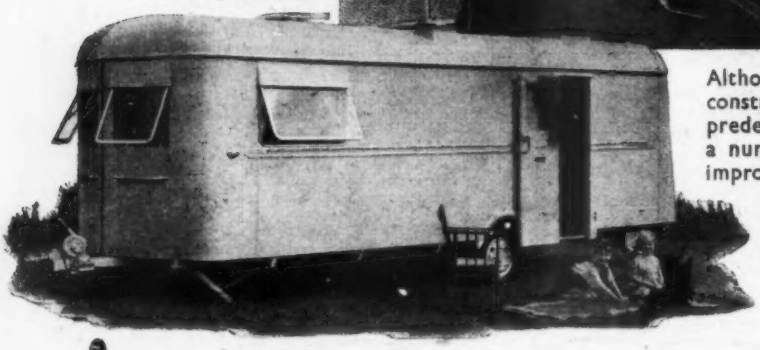
THE 1951

Pilot PANTHER *de Luxe*

JUST LOOK AT THAT FLOOR SPACE



Although retaining the same basic constructional details and shape of its predecessors, the 1951 "Panther" has a number of small modifications and improvements designed to provide "roominess" and more working space, particularly in the kitchen.

We are confident that the 1951 Pilot Panther still represents the finest *quality* caravan value at £1,475.

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With the best Car tyre . . .

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★ **Sidewall Strength** is ensured by skilled construction and compounding which enables the tyre to stand maximum flexing and to resist the effect of sunlight.

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—no, we're not going to shoot—not even a line—just asking for a show of hands from all, who, at some time or other have wished to come clean after a spot of bother under bonnet or chassis and we give you the password—

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A 10 oz. Tin for **1/5½** Obtainable from all Garages, Ironmongers and Chemists.

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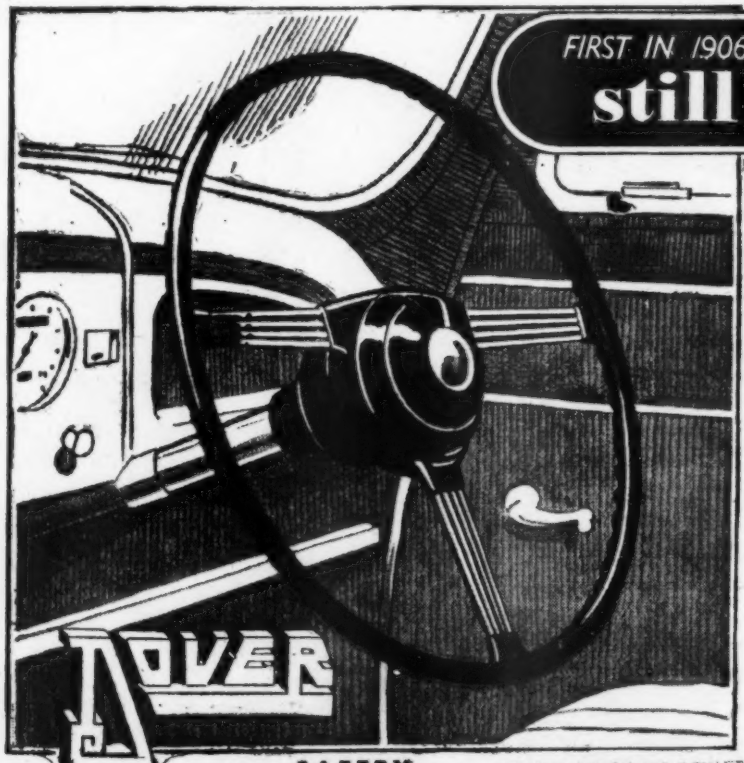

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SAFETY SPRING ARM STEERING WHEELS

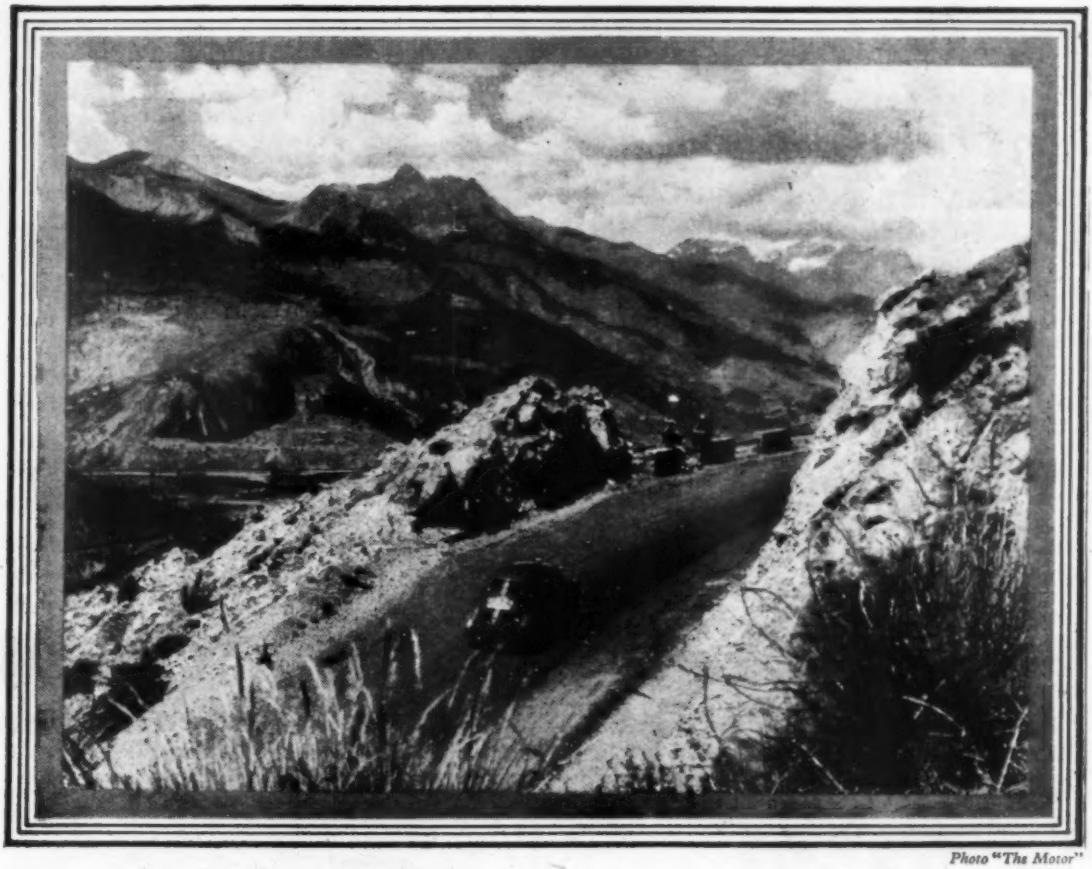

Photo "The Motor"

RENAULT AMONG THE GIANTS

This year has marked a succession of triumphs for the little Renault 760. From the international contests in which it was entered it has carried away well-earned laurels. It won first place in the 751-1100 cc. Class in the Tulpen Rallye, in the Le Mans International 24-hour Race, and in the gruelling International Alpine Trials. The picture above was taken during the last named event and shows M. and Mme. Landon's victorious Renault assaulting a timed climb at one of the most spectacular points of the circuit. The rear-engined Renault 760 has displayed a remarkable performance in all parts of the world, being equally at home on metropolitan tarmac or rutted rural tracks. On all kinds of road surfaces its stability and manoeuvrability, combined with economy and "big-car comfort", earn it high praise.

RENAULT 760

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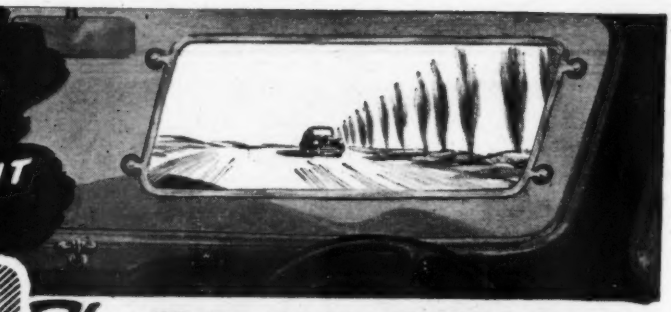

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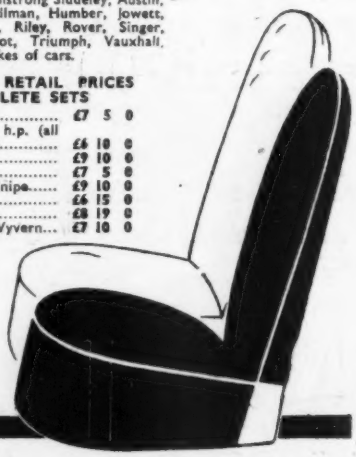
Obtainable from garages, motor dealers, etc.



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'No wonder they insure more cars than any other company!'

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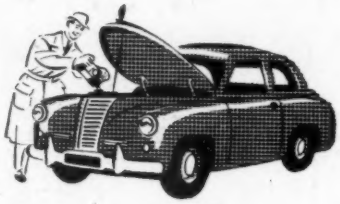

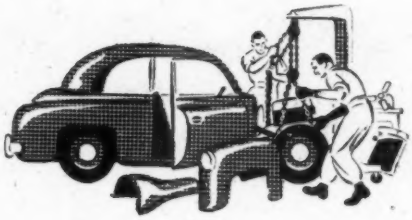

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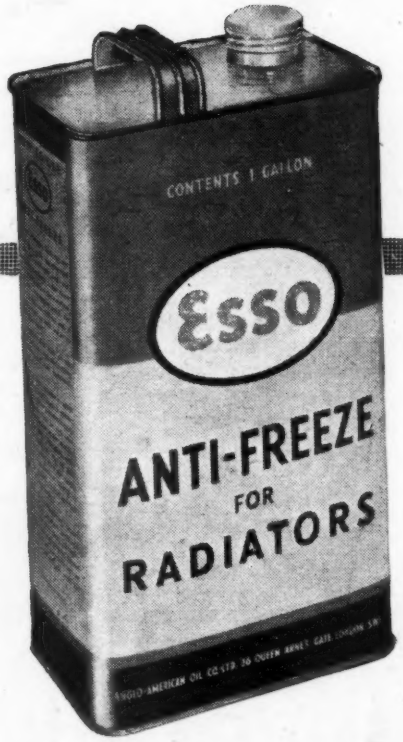

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PRICE ... £5 - 17 - 6

Including instructions and 12 months guarantee.

N.B. For 6 volt batteries ONLY the Model "H.O." is available which will re-charge the battery overnight at 4 amps.

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MODEL 'H' BATTERY CHARGERS

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FOR THE EASIER REMOVAL OF ALL TYPES OF PAINTS & CELLULOSE

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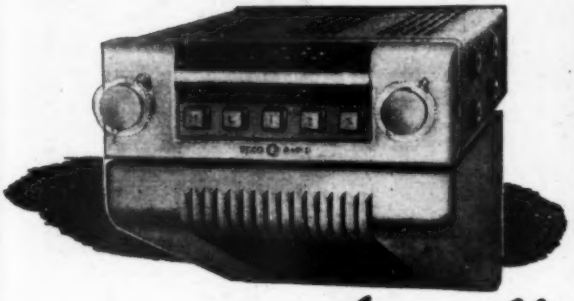

CAR RADIO *for all!*

THIS new Ekco Car Radio, model CR117, can be mounted as a single compact unit, or in three separate parts. Your Ekco Car Radio Service Dealer finds it easy to install in cars of any year or make—and the price, considering the newly designed adaptability and features of the receiver, is suprisingly modest. Model CR117 has press-button control of three pre-set stations *and* manual tuning, with an R.F. stage for improved sensitivity. A 3-way tone control is provided, and a dimming switch allows the illumination on the clear, magnifying. Diakon tuning scale to be varied according to need.

22 GNS (Tax Paid)

EKCO Car Radio Model CR117 — a quality-built 6-valve superhet comprising power pack, receiver and speaker which can be mounted as one or in three separate units according to car layout. Impressive performance, unquestioned reliability. Available for 6-v. and 12-v. operation, in Black with Green tuning scale or Beige with Maroon scale.

Ekco car radio is standard optional equipment for the Austin A40, A70 and A90, as well as the Ford V8 Pilot, Consul and Zephyr Six and many other outstanding cars. Here's proof of Ekco quality and reliability!

EKCO *Radio*

For Car, Coach or Commercial Vehicle

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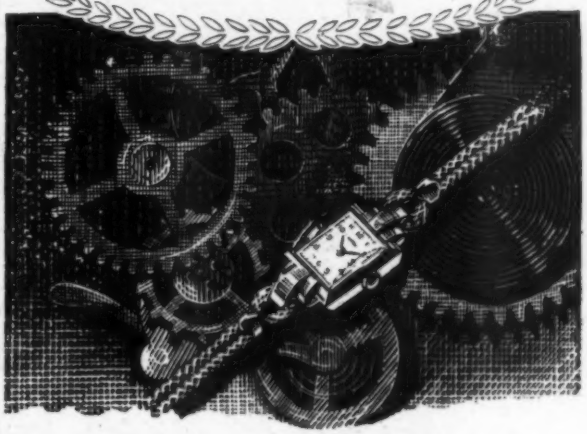
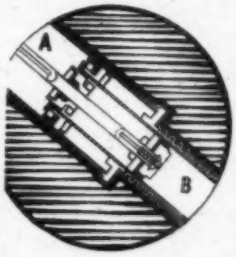
MULTUM IN PARVO



HAVE you ever wondered at the skill of the watchmaker in co-ordinating tiny pieces of metal to produce a faithful recorder of the hours? In its own way, the Kismet Foot Pump is no less remarkable. Just as carefully made, it also applies mechanical principles to a natural law (Boyle's Law) to do the job of tyre inflation in *double*-quick time.

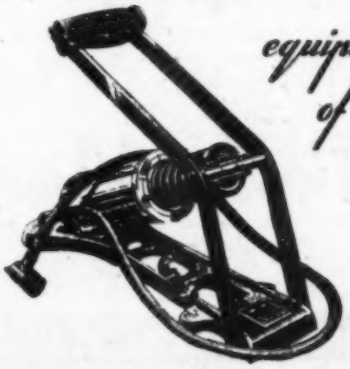
How is it done? The diagram below shows the interior action of the Kismet Pump. When you "step" on a Kismet, the large volume of air from Cylinder A is compressed into the small Cylinder B. At the same time, the compressed air already in B (from the previous foot-stroke) is ejected with all the *power* of its smaller area directly into the tyre.



There is no forcing of the last inch. The end of the stroke is just as easy as the beginning. Try it for yourself. Ask your Garage-man.

KISMET

equipment of character



The KISMET DUPLEX 'MASTER' Foot Pump

WILLIAM TURNER (KISMET) LTD. EYRE WORKS SHEFFIELD, 1

You get so much more out of the Minx!

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The Autocar
FOUNDED 1895

No. 2873 FRIDAY, DECEMBER 22, 1950 Vol. XCV

Christmas Greetings

THE mockery of world events makes the strictly Biblical Christmas wish an utterance only for the unthinking, and as a result our good wishes this year are limited of application. None the less they are limited only by the goodwill of the recipients.

Within the wide circle embracing motoring, and particularly amongst readers of *The Autocar*, the goodwill is assured. All through the year letters pour into the offices of this journal to prove that interest in the car and appreciation of the benefits that it brings are sufficient to overcome national boundaries and prejudices, and to unite in harmony those who enjoy them. The evidence is a source of wonder, for, in the dry bones of technical description the car is, after all, merely a mechanical means of transport, and future anthropologists may well speculate on the influence that it exerts over twentieth-century mankind. But the influence is there.

We believe that car ownership is a source of pleasure in living, and that, as such, it plays its part as an anti-toxin to the poison of war. Such a view may seem absurd to the highest intelligences, but we would remind such people that the mass of humanity enjoys simple pleasures. The West African primitive will seize with joy on the empty salmon tin thrown overboard from a ship.

The common man demands food, warmth and shelter. Beyond these he is inclined to grope. But the last fifty years have already shown that he seizes on the car as a desirable extra, conscious that it eases the task of travel besides being a magnificent possession. Given such, he has a standard of living that is precious and that stimulates contentment. If statesmen would think more in such homely terms instead of in terms of power and prestige, our Christmas wish could the sooner be rendered all-embracing.

Unwelcome Flashbacks

MOTORISTS who have noticed or used such signals may wonder at our sharp disapproval of head-lamp flashing for informative purposes; the unofficial "code" seems to have developed from a system employed by drivers of heavy vehicles, and our disapproval does not extend to them.

The primary purpose of lamps is to light the way, and as they are taxed to the full in doing this additional uses should not be found for them, except possibly for crossing warnings during the "no horn" hours in built-up areas. Moreover, operation of the lights between side, dipped, and full beams calls for frequent changes by the driver, and to add to these changes a host of signal flashes is to introduce confusion and danger. The danger is mostly to those to whom lamp flashing—say in daylight—has no meaning but suggests that something is wrong. There is enough uncertainty in progress on British roads without introducing false alarms.

The heavy vehicle, lumbering along in the twenties, affords its driver time to fiddle with switches, give signals, note them on others and interpret them. The car, moving perhaps forty miles an hour faster, is no place for the fiddler and the academic navigator. Its driving seat is a place for someone keen and watchful, engrossed all the time with safety and control.

Those who feel that they have something to spare for signal dalliance would do well to have their reactions measured in the operation of normal controls, particularly brakes. They will be lucky if they find perfection in the results. Perfection will be gained only by continuous concentration, and even then they will be fortunate not to encounter the set of circumstances that calls for the almost superhuman effort. In view of this necessity to be "on the ball" all the time, we heartily disapprove of any desires to extend the incidentals of car driving, and the plea of additional safety leaves us cold. The law and the car, properly observed and properly handled respectively, deal adequately with all road circumstances.

GOODWILL TO MOST M

"Extend a little goodwill to designers."

THIS IS THE BOUQUET SEASON FOR THE MASTERS OF THE DRAWING BOARD

by MICHAEL BROWN

AFTER fifty-two weeks of reading letters to the Editor in a certain august motoring journal, I feel that round about this date it behoves the more benevolent motorist (that's me, of course) to redress the balance and extend a little goodwill to designers. To judge from the average motorist (that's not me, of course) these chaps don't do it right; they're the ones who stick three extra inches on the door so that you can't get out of your car in the garage; the ones who put the hand-brake handle in such a position that you crack your shin every time you get out. Unfair criticisms, these, for after all the remedy is easy. All you have to do is to enlarge your garage, not forgetting the development charge and the local assessment officer, and saw three inches off your overlong legs. The second remedy kills two birds with one hacksaw, for with wool the price it is three inches off your combinations will result in a net saving of I don't know what. Ask your wife.

No, no, my friends. Let us give thanks to designers. Let us extend to them the goodwill that the season demands. Plainly, some of you fellows don't appreciate the good points of your car. Reading from front to back, here are some of them.

There's the number plate that hangs down below the front bumper (I know one car intimately that sports this). This is most craftily placed. When you plunge into the ditch across which you must go to get to the petrol pumps, modern soft springing makes the front wheels rise until the rubber stops come into action; this is bad for the suspension. But wait. Before that point is reached there is a sharp scraping sound from out front as the base of the Bluemel shaves the ramp. You have been warned, and all you have to do is to reset the plate for the next ramp. I doubt if many motorists appreciate the ingenuity behind this.

Into the Unknown

Then there's the bonnet fastening. In the old days this lacked mystery. You could see if the bonnet was done up, and if you were too dumb to look the gentle rise and fall of the flaps warned you to stop and do something about it. Today, mystery has been injected into bonnets. Neither you nor I can see how the catch works, but there is an enthralling moment when you insert your fingernails under a promising edge and heave. If it comes up, then you have discovered something and are a very Columbus of a fellow. If it doesn't come up, you have merely broken eight fingernails, and they grow again. Moreover, if there is any failure of the catch there is no uncertainty about what ensues. The lid comes off. And it *can* happen! In bonnet catches, therefore, the divergent aims of mystery and positivism have been achieved at one blow—the one that goes through the windscreen.

Sarcastic fellows, when they sit inside a car, are inclined to comment on rows of knobs, unidentified, which may give them anything from warmth to a flat battery. They also ridicule coloured lights instead of dials, unappreciative of the fact that the designer is gratifying their boyhood yearning to be an engine driver. Engine drivers have to sort out red, green and yellow lights in the darkness ahead, and what else does the 1951 motorist do?

I pass no such strictures, being appreciative of the designer's art. Well aware that I studied physics at school, he reasons that I should not like to forget such things as Boyle's Law and the Wheatstone Bridge. Therefore, when he makes a speedometer, he realizes that here is the opportunity to recall to me the Parallax Error. Cunningly, he places a wedge-shaped hand three-sixteenths of an inch behind the glass dial and an eighth in front of the figures. There's ingenuity for you, because not only is parallax error given full play, but also refraction of light is introduced; and to make the effects worthwhile he often places the dial well over to the centre of the car, with the result that the steam of my windscreen is interlaced with a jolly pattern of algebraic formulæ as I try to match my speed with what the law requires in order to give the black Wolseley on my tail a speedometer check.

"You have merely broken eight fingernails."

And how solicitous he is for my safety! If I yank the wheel round when I am going fast he is well aware that I may skid or otherwise endanger myself. So he places the yank-stopper at my right elbow. But in case I should worry about such ominous provisions, he disguises this as an arm rest. Thus the mind is soothed. It is only when, in order to miss a dog, I try to take a half-turn out of the steering wheel that I appreciate his thoughtfulness. The dog doesn't, ungrateful wretch.

Plainly, now that electricity belongs to you and me, the designer feels that we should know something about it. Every man a Faraday. In the bad old days of private enterprise there was no need for us to keep a check on such things, but nowadays it is different. With not the slightest knowledge of circuits, therefore, the pre-war motorist was informed by ruby glasses on top of visible side lamps that all was well with the lighting laws. Now that is the kind of thing that leads a man to believe one circuit is as good as another, with the result that he tries to run a 4-kilowatt fire off the home lighting circuit. The modern car forces him to appreciate different circuits. By placing the side

MEN

lamps half-way down the Beachy Head of the full front the designer ensures that the driver must consult the wiring diagram in order to be informed at all times that his side lamps are alight. If he does this, he will find that the tell-tale for his side lamps is the fact that the panel light is on, and that if the panel light is out then so are the side lights. If he likes driving without a panel light that is just too bad, but it means that the designer has enforced on the motorist, for his own good, further study of the wiring diagrams of motor cars. He must now sort out the one that is wired to suit his idiosyncrasy and that also reveals, by visual methods, that the wee sma' lamps out front are kindled. But see the ingenuity of this, for it is a new reason for choice of car—and the choice is, of course, so wide. No price limit, no limits of any kind, because you can't get any of them. But while you are sorting out the panel-light-switch and all-revealing sheep from the invisible goats you will not be worrying your dealer—it's all clever design.

"You will not be worrying your dealer."

You've heard of the levelling-down process, I suppose? It is, of course, the economist's term for the state of affairs in which a different section of the populace can now say, "To blazes with you, Bill, I'm all right." Well, it has been applied to cars, but under the more lofty term of standardization. This means that if you want a seven-cylinder engine, four radial and three flat, brother you will have to look for it. Brother, in fact, you've had it. Roughly speaking, every man has the same pots. His cogs are similar, too. Now this policy, carried to extremes, would put the shutters up in most of the design shops, so designers decided that something had to be done about it. "We will," they said, "concentrate on the small things." And this is where we come in (well, not me if you are referring to small things). "Motorists," they said, setting down their tankards with a ringing note on the marble mantelpiece and recalling the phrases of leading articles in a certain estimable journal, "are individualists. Therefore we must maintain the individuality of their cars wherever possible."

"Motorists," they said, . . "are individualists."

And where did they decide to concentrate their efforts? In that conspicuous place occupied by the door keyhole. Goodwill goes out to them for selecting such a well-used feature. They introduced variety into it. Left to itself it would have been a disc and a slot, say at six o'clock, and then every motorist would have had to insert his key into every slot in an exactly similar motion, and all variety would have disappeared, especially from wet-night motoring. The designers would have none of this. If there are twelve figures on a clock, then, said they, there are at least twelve positions for the slot. Moreover, we can put some of the slots upside down, and we can give them at least two keys per car to increase the variations. If you motorists don't appreciate this kind of ingenuity I am sorry for you (Could that be equivocal? Could be).

Designers are sensitive chaps. Before the war, it was common to obscure the rear window with a blind, spring-loaded and controlled by the driver. It may have had a good idea behind it, or it may have been merely a survival of the Victorian love of privacy; I wouldn't know. But what it *could* do was to scare a back-seat driver out of his or her wits. Aunt Agatha might just be suggesting that weren't we a little close to that one, dear, when the object of implied criticism would release the blind, whereupon Aunt Agatha would rise in her seat three inches and subside into silence for half a mile. The beauty of the trick was that it need never be explained to Aggie. Now the kindly designer, on whom shall beam the goodwill of all such victimized drivers, noticed how Aunt Agatha's nerves were becoming frayed and decided to abolish the rear blind. This was thoughtful of him, you must admit, even if it led to suffering on your part. After all, you are younger than Aunt Agatha, and you are used to being chivvied—what do we have a police force for? This little move has made a Better Man of you; a stoic, as it were. It has reshaped your character; you have seen the light. Dazzling, did you say? My word, you *are* impressed, aren't you?

And so it goes on, but I am sure that I have said enough to make all of you realize the debt that you owe to designers. Think of it this Christmas. Think of it when the luggage locker lid next falls on the back of your neck, and when you next have to fill up with a can through a trapdoor. Think of it when you next blow the horn in leaning forward to get at the Chamberlain brake handle. Think of it; just think of it.

"Just think of it."

NEW AMERICAN TRANSMISSIONS

Studebaker

WHEN the 1951 Studebakers were exhibited at the Paris and London Motor Shows this year, they created unusual interest because they were being seen ahead of their presentation in the United States and they contained two features of outstanding technical interest, the new V-eight engine on the Commander and the automatic transmission which is available at extra cost on all models.

The V-eight engine is a 3,813 c.c. unit which delivers 120 b.h.p. It has overhead valves in line, worked by push-rods, but set at a slight angle in a wedge-section combustion chamber. There is a single carburettor between the banks of cylinders feeding into a complicated cast-iron manifold with criss-cross passages inside to ensure approximately an equal length of induction passage between the carburettor and each of the cylinders. Although the exhaust manifolds are on the outside of the V, means have been evolved for including an exhaust-heated hot-spot under the inlet manifold by providing passages between the third and fourth cylinder heads on each block, which connect with the exhaust manifold and provide a circulation of hot gas underneath the induction passages.

Common Chassis

Owing to the compactness of the new engine, it has proved possible this season to use basically the same chassis for both the V-eight Commander and the well-known Studebaker Champion, which retains the six-cylinder in-line engine of 2.8 litres.

The automatic transmission system consists of an hydraulic torque converter plus a two-speed planetary gear set which provides a reverse gear, and a low forward ratio for exceptionally difficult conditions. There is also a single-plate clutch which locks the torque converter for top gear operation, thus eliminating the slip in the hydraulic transmission.

The Autocar recently had the opportunity of trying on the road a 1951 Studebaker Champion equipped with this transmission, and it was a practical demonstration of the progress American engineers have made in taking the effort out of driving. The car has, of course, no clutch pedal, but the brake pedal is given a very wide pad so that it can be operated by either foot and, in practice, two drivers out of four found that in a few moments they settled down happily, operating the throttle with the right foot and the brakes with the left. The other two did not so quickly abandon the habits of a lifetime and continued to brake with the right foot, but there is, in fact, no need for any process of adjustment. The automatic transmission can be handled by anyone who can drive a car at all; it just makes it easier than it was before.

The selector lever above the steering column has five positions—park, neutral, drive, low and reverse. The engine can be started only if the lever is set to park or neutral. If the lever is then moved to the drive position the car moves away smoothly as soon as the throttle pedal is depressed. The torque converter then performs the functions of a gear box until the load conditions are such that top gear is acceptable, when the hydraulically operated clutch engages and locks the converter.

Kick-down Change

At all speeds below about 52 m.p.h. on the Champion and 60 m.p.h. on the V-eight Commander the driver has only to kick down hard on the throttle pedal to bring the torque converter back into action for hill-climbing or additional acceleration. On the other hand, if he is driving in a leisurely way on a light throttle, the transmission changes up into direct drive at about 20 m.p.h. and goes back into torque conversion only when the speed drops to about 12 m.p.h. During torque conversion no more engine noise is made than in second gear of a conventional transmission, with the added advantage that the torque converter produces less mechanical noise than would a conventional gear box.

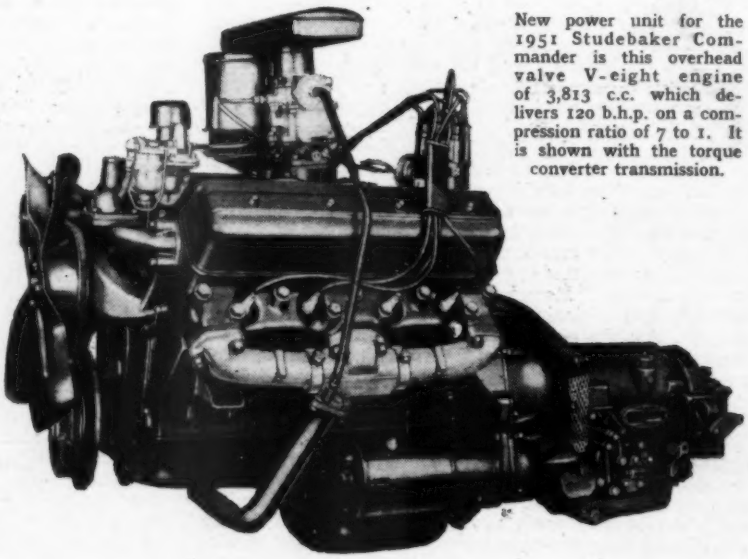
The low gear which is provided by the torque converter driving through the planetary gear set is intended for climbing with a heavy load, or for extra traction in sand or snow, and it provides a useful degree of engine braking on steep downhill runs or on slippery surfaces. To engage low, it is necessary only to flick the lever across from the drive position, and the change back to direct drive is equally simple. Torque converter transmissions have inevitably a tendency to creep if the throttle opening is too wide, especially in the low gear position. To avoid any possibility of this happening in traffic, the Studebaker includes an adaptation of the Hill-holder, which has long been available on the conventional transmissions of this make to prevent cars running back in a restart on a gradient.

The anti-creep device on the torque converter cars consists of a solenoid-operated valve which holds the brakes on once the pedal has been depressed with the car stationary. The solenoid is energized through a switch controlled by oil pressure at the output end of the transmission, and the brakes are released instantly as soon as the throttle is opened. This arrangement proves extraordinarily useful, especially in heavy traffic, and it does not interfere with operation of the normal hand brake. An additional safeguard is the positive lock which comes into action when the transmission selector is moved to the park position. A pawl positively locks the transmission output shaft and the car will not move even if left on a gradient with the hand brake off.

STUDEBAKER SPECIFICATIONS

Engine.—Champion: 6 cylinders, side valves, 76.2 × 101.6 mm, 2,779 c.c., 85 b.h.p. at 4,000 r.p.m. Commander and Land Cruiser: V-eight, o.h.v., 85.6 × 82.5 mm, 3,813 c.c., 120 b.h.p. at 4,000 r.p.m.

Dimensions.—Champion and Commander: Wheelbase: 9ft 7in, track 4ft 8½in (front), 4ft 6in (rear), length 16ft 5½in, width. 5ft 10¾in. Land Cruiser: Wheelbase: 9ft 11in, length 16ft 9in.



New power unit for the 1951 Studebaker Commander is this overhead valve V-eight engine of 3,813 c.c. which delivers 120 b.h.p. on a compression ratio of 7 to 1. It is shown with the torque converter transmission.

TRIED BY "THE AUTOCAR"

Packard

THE Packard range for 1951, which was first described in *The Autocar* of September 1, 1950, consists of three basic types with eight-cylinder engines of 4,179 c.c. and 5,358 c.c. The only cars exhibited at the London and Paris Motor Shows were examples of the smallest range, the 200, and it was one of these, equipped with the Ultramatic transmission, which *The Autocar* was able recently to try briefly on the road.

Basic features of the Ultramatic transmission, the torque converter and the planetary gear set for low and reverse, are common to several of the current automatic transmissions in the United States, and the Packard incorporates a single-plate clutch to lock the converter for top gear operation. This eliminates transmission slip and is regarded as a valuable contribution towards reducing fuel consumption, which, as buyers are beginning to realize, is a weak point with present-day automatic transmissions as compared with the old style friction clutch and three-speed gear box.

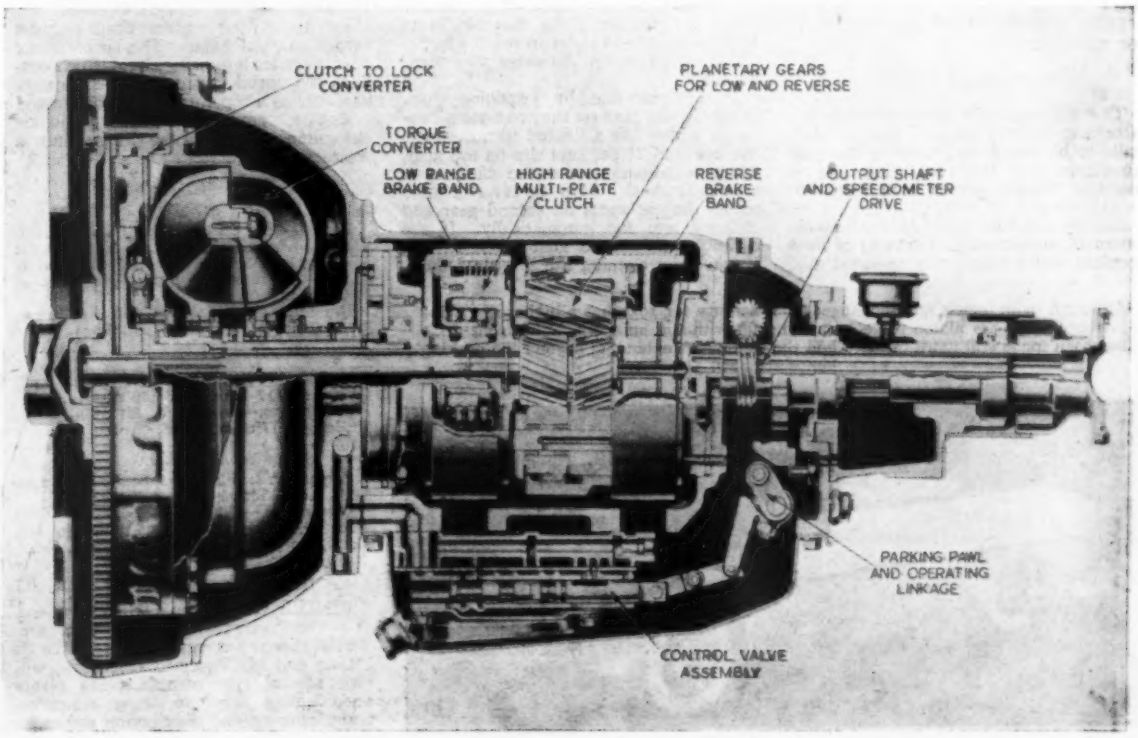
In operation on the road, the Ultramatic drive fulfils the highest expectations in ease of operation and smoothness. After only a few hours of experience it has to be admitted that here is what the vast majority of people buying cars in the world are looking for in transmission development, and even the most critical and experienced drivers fall under the spell of this easy and effortless motoring with only the brake and throttle pedal to operate. It remains true, however, that in the present state of development these transmissions show to best advantage on cars with a high power to weight ratio.

Top-gear Performance

Even in the heavy traffic conditions around London and the Home Counties it was noted that when driving with two or three up, the Packard's 138 b.h.p. engine was capable of providing all the acceleration normally needed, even after slowing down to go through roundabouts, without bringing the converter into action at all. At one time 25 miles were covered without ever depressing the throttle pedal hard enough to disengage the direct drive clutch. The torque converter really shines when edging the car forward foot by foot in a normal London traffic block. While other drivers fiddle with gear lever, clutch, brake and throttle, the driver with the torque converter transmission can trickle forward inch by inch on the throttle pedal without taking his hands from the wheel.

An interesting side light on these torque converter transmissions is that they respond to more enterprising methods of driving, although this may not be what the designers had in mind. For example, when approaching sharp downhill corners, it is very simple to flick into low gear to obtain a really valuable amount of engine braking, hold the car in a low gear round the corner, accelerate away and flick into direct drive, still holding the throttle fully open. The torque converter then continues the acceleration process unaided until above 50 m.p.h. or until the throttle is released sufficiently to allow the direct drive clutch to engage. These operating stages are of interest to the technically minded, but passengers in the car are usually unaware of them. It is possible to produce a jerk if low gear is engaged at too high a speed without keeping the throttle wide open, but upward changes are remarkably smooth and when driving on the normal range it is difficult for even the driver to detect when the direct drive clutch goes in or out.

Packard's automatic transmission for 1951.



NEW AMERICAN TRANSMISSIONS: continued

Hard acceleration from low speeds in the normal range produces only a swishing noise from the power unit, for the sound damping is very effective and there is very little impression that the engine is working hard.

PACKARD SPECIFICATIONS

Engine.—200: 8 cylinders, side valves, 88.9 × 95.5 mm, 4,179 c.c., 138 b.h.p. on 7.5 to 1 compression ratio. 300 and 400: 8 cylinders, side valves, 88.9 × 107.9 mm, 5,358 c.c., 155 b.h.p. on 7.8 to 1 compression ratio.

Dimensions.—200: Wheelbase: 10ft 2in. Track (front) 4ft 11 13/16in; (near) 5ft 0 23/32in. 300 and 400: Wheelbase: 10ft 7in. Track (front) 5ft 0 3/16in; (rear) 5ft 0 47/64in.

Like the Mercury, the Detroit Ford Six and V8 for 1951 are available with automatic transmission, consisting of a torque converter and three-speed planetary gear. Style changes include double spinners on the front grille and plated tail lamp fairings.

Ford, Mercury and Lincoln

THE 1951 Lincoln Cosmopolitan was seen at the London Show for the first time, but the revised Ford and Mercury ranges were not revealed until later. Style changes on the Lincoln include a new lower radiator grille, revised bumper treatment and a new roof panel emphasizing the "notched back" and providing a larger rear window. The new Fords and Mercurys have not yet been seen in Britain, but body lines are substantially unchanged. The Ford, with its prominent central spinner in the grille, has proved a popular style for the past two years and on the basis that you cannot have too much of a good thing a grille with two spinners is provided for next year.

Homogeneous

The Mercury front end emphasizes the increasing identification of bumper with grille to be found on several of the new Americans and the rear wing line is modified. Engine power is up from 110 to 112 b.h.p.

Lincoln cars have the G.M. Hydramatic automatic transmission consisting of fluid coupling and automatically operated gear box, but Ford and Mercury are fitted at extra cost with a new hydraulic torque converter transmission. It will be known as Merc-o-matic on the Mercury and Ford-o-matic on the Ford.

Fundamentally this transmission consists of a torque converter and planetary gear set like those already mentioned on the Studebakers and Packards, but there are certain important differences. There is no clutch to lock the converter, which remains in operation under all driving conditions, but by a series of multiple plate clutches the epicyclic train is made to give three forward gear ratios instead of two. Two are indirect and one is direct. The control lever looks rather like a normal steering column gear lever, and is intended to be handled in a similar way. It is necessary, for example, to go through neutral in order to reach reverse, which is not so on the other two mentioned.

Ford argue that by providing three speeds in the gear set they can use a converter which has a limited torque range, but has only 2½ per cent slip on top gear, which is comparable with the efficiency of a fluid flywheel. With the lever in drive range, the car starts on second gear and changes into top automatically. If the driver wants second gear again he can obtain it by opening the throttle fully at speeds below 57 m.p.h. To obtain downhill braking with a closed throttle, second gear is obtained by flicking the lever to low. At speeds below 40 m.p.h., moving the lever to low gives bottom gear, but above 40 m.p.h. the same movement gives second gear.

The Ford converter, like that on the Studebaker, is air-cooled by means of vanes cast on the outside of the housing, whereas the Packard converter is cooled by pumping oil from the transmission casing through a heat exchanger in the engine cooling system.

A three-speed synchromesh gear box is still available on Ford and Mercury, with or without overdrive. This gives Ford buyers a total choice of three transmission variations and two different engines.

Interior styling on the Ford includes several original items. The speedometer needle carries a glowing circle which outlines the speed figure and each control knob fits in a separate illuminated recess.

Engine improvements include chromium plated piston rings and a weatherproof ignition system.

SPECIFICATIONS

FORD

Engine.—Six: 6 cylinders, side valves, 83.8 × 111.7 mm, 3,703 c.c., 95 b.h.p. at 3,300 r.p.m. V8: 8 cylinders, side valves, 80.96 × 95.25 mm, 3,921 c.c., 100 b.h.p. at 3,600 r.p.m.

Dimensions.—Wheelbase, 9ft 6in, track, 4ft 8in, length, 16ft 5in, width 6ft.

MERCURY

Engine.—V8, side valves, 81 × 101.6 mm, 4,185 c.c., 117 b.h.p. at 3,600 r.p.m.

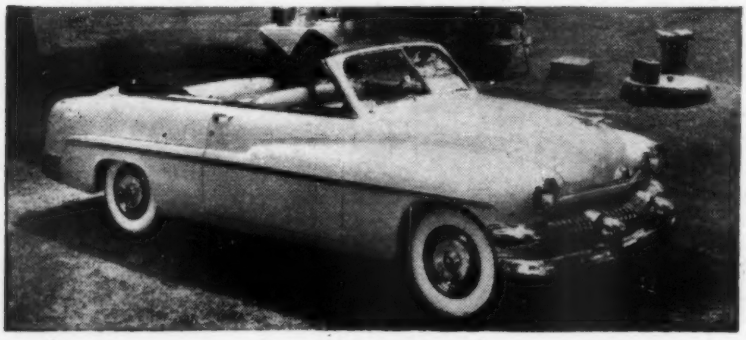
Dimensions.—Wheelbase, 9ft 10in, track, 5ft, length, 17ft 3in, width, 6ft 4in.

LINCOLN

Engine.—V8: side valves, 88.9 × 111.1 mm, 5,480 c.c., 152 b.h.p. at 3,600 r.p.m.

Dimensions.—Wheelbase, 10ft 1in (Cosmopolitan 10ft 5in), track, 5ft, length, 17ft 9in (Cosmopolitan 18ft 4in), width 6ft 5in.

Although main panels are unchanged, the Mercury for 1951 has a higher rear wing line and there are plated protectors lining up with the bumpers. The front grille has been made still more massive and the side pieces extending beyond the parking lamps are new.



Investigating Efficiency

WHILE visiting the U.S.A. to attend the international rubber conference, the British representatives, Mr. Ivor J. Davies and Mr. Percy C. Oxborrow, will visit several tyre manufacturing plants and dealing firms to study American manufacturing and distribution methods.

All that's best in Britain...

'He was not for an age, but for all time.' So wrote Ben Johnson of William Shakespeare. Each year, from the far corners of the earth, men and women come to pay homage to England's greatest poet at his birthplace. Just as he added lustre to our language, so we today, in our way, are giving the world new evidence of our genius and our craftsmanship . . . . . the craftsmanship, for example, that goes into the products of the Standard Motor Company, representing as they do in every detail of their design 'all that's best in Britain.'

The Standard Vanguard

Manufactured by
THE STANDARD MOTOR CO. LTD., COVENTRY
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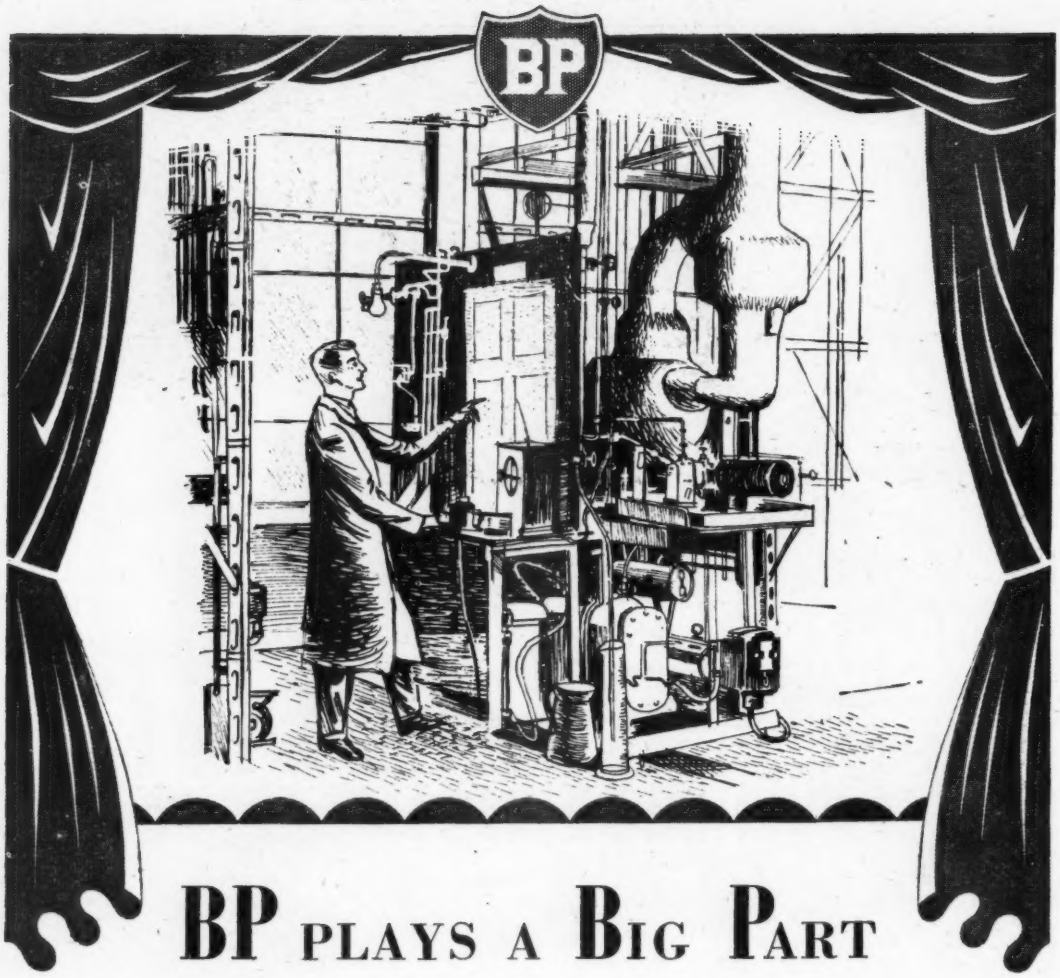

BP PLAYS A BIG PART

IN BRITISH PROGRESS

Back-room experiments by Anglo-Iranian scientists yield front page results—for instance, research helped to increase refinery output, which in turn HELPED TO END PETROL RATIONING in Britain.

The pilot plant shown above is a whole installation in miniature. New methods of processing oil are tested and proved in the laboratory before being put in production. BP research is now working to hasten the day when you can get the Better Petrol of your choice.

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are behind the BP trade-mark—your guarantee of Better Performance when Better Petrol can be made again.

NEWS and VIEWS

100,000 Overseas

A PALE BLUE four-door Morris Minor saloon left the assembly line on December 14, with Lord Nuffield at the left-handed controls, for the christening ceremony of the 100,000th export vehicle made by the Nuffield Organization in 1950. Last year's export output had been beaten by 40,000.

Congratulating those concerned, Lord Nuffield pointed out that this volume of sales represented more than £35,000,000, of which approximately one-third was in hard currency.

While acknowledging the seriousness of the international situation, he added that he would feel much happier when it was possible to do more to cater for the pressing needs of the motorist at home.

Veritas Closes Down

DURING the last week of November, the Veritas Automobile Company in Germany closed down. General debts were set as high as 800,000 marks. Racing activities were abandoned some time ago, but it was hoped that funds could be raised to continue production of the 2-litre sports model of the Dyna-Veritas on a limited scale. These attempts have now failed.

Hire Dollars

A NEW service of chauffeur-driven Armstrong Siddeley limousines has been put into operation by Godfrey Davis, Ltd., to cater primarily for dollar visitors arriving at rail termini. Cars may be booked from Pullman boat trains and wide use of the service is expected during the Christmas season.

At the inaugural ceremony a special tribute was paid to the Armstrong Siddeley company for its success in providing the fleet on time.

U.S. Output

ACCORDING to Mr Walter Reuther, president of the United Automobile Workers' Union, car production in the U.S.A. will be cut by 30 per cent next year. The recent cuts in civilian aluminium allocations will be the cause of the reduction.

H.R.H. Princess Faiza, sister of King Farouk, talks with Captain Raymond Flower at the Bentley stand on the opening day of the Cairo Show.

ON SHOW IN CAIRO

DETERMINATION shown by British car manufacturers to achieve and maintain satisfactory export sales was reflected by the second international show in Cairo—the first since the war—which was opened by King Farouk on December 5. Although an agents' rather than a manufacturers' exhibition, British products were prominent amongst the cars of 44 manufacturers from seven countries, space having been allocated according to the relative importance of the importers.

In choosing the Palais de l'Agriculture, on Gezira Island, the organizers had sacrificed space for elegance. Each stand was therefore restricted in the number of cars which could be displayed, which resulted in exporters choosing the most saleable models. For the visitors this meant that the main exhibits of all the countries concerned could be studied in one visit.

Traditional Oriental regard for "the fitness of things" was demonstrated by the excellent stand decoration. Aluminium was used effectively for the prominent Rolls-Royce and Bentley displays, and the new Morris Minor four-door saloon, first shown at Earls Court in October, was exhibited in a decorated basket.

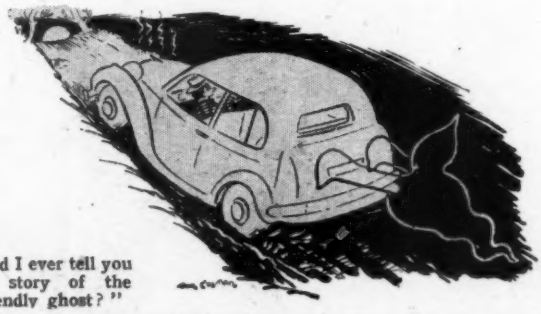
Notable absentees were the Ford Zephyr and Consul, and the big Austin range was limited to a grey A.40 saloon, a green A.70 saloon and a cream Atlantic coupé. A particularly fine Mercedes-Benz convertible was a highlight, and the lilac blue Riley—taken over after Earls Court, attracted particular interest. Competing with the already popular Morris Minor, the Opel Olympia showed itself an important contender in the lower priced field and, as always, a minicar—this time by Lambretta of Italy—captured attention from "marginal motorists."

In spite of the presence of a silver-green six-light Rolls-Royce by Park Ward, a standard Mark VI Bentley steel saloon, and a Bentley Cresta sent from the Paris Show, the largest car appeared to be the De Soto eight-passenger saloon. This was finished in two shades of blue and equipped with desert tyres.

The new Hansa Borgward and the Volvo, from Sweden, shared honours with a Bristol 401 saloon as newcomers to Cairo. Rootes Group cars and the Triumph Mayflower were also subjected to a great deal of scrutiny through which they passed with colours flying. The show as a whole was undoubtedly successful and high praise for the initiative in resuming this Middle East display was merited by the R.A.C. of Egypt, who were responsible.

A.A. and R.A.C. Patrols

ROAD patrols operated by A.A. and R.A.C. scouts will be "off the road" on Christmas Day and Boxing Day to give the men concerned a Christmas holiday.



"Did I ever tell you the story of the friendly ghost?"

".... 101, 102, 103...."

ACCESSORIES

The Lodge plug cap.

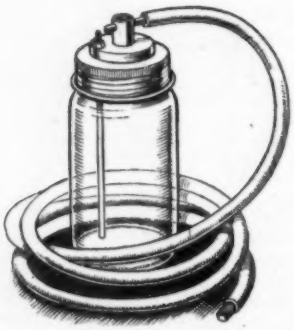
PLUG COVERS

WATER-PROOF plug covers introduced by Lodge Plugs, Ltd., Rugby, have an air space between the upper and lower portions of a rubber cap, which is pushed over the insulators. Any creeping up of water between the plug and cap, by capillary action, is avoided and there is a seal in the joint between the h.t. lead and the cap. Besides preventing condensation and dirt on the insulators, such covers proof the plug against flood and puddle water thrown up and over the engine, and protect it from a casual knock which might break the insulator. They are as easily detachable as a normal lead.

The price is 3s 6d for each cap.

A SIMPLE SPRAYER

FOR touching-up scratches or bad places on paintwork, the Tenco sprayer will be found very useful and it has the merit of being inexpensive, being offered at 12s 6d. It consists of a glass container with a screw top carrying an air jet which is at right angles to a small-diameter tube which projects down into the container, the arrangement of the air and paint jets thus being similar to that of a scent spray. It is designed to be operated from the ordinary footpump of the car, 6ft of flexible tubing with a suitable adaptor for connection to the pump being provided. The cellulose paint should be mixed with thinners until it is of a watery consistency, and it may be necessary to experiment with the consistency of the paint in order to get the best results. After use a little thinner should be poured into the container and sprayed, in order to clean the paint jet and prevent this clogging up. The sprayer is produced by Tenco Products, Station Road, Knowle, Birmingham.



Simple but effective—the Tenco sprayer.

IMITATION CHAMOIS

AS far as the motorist is concerned, synthetic chamois leathers seem to be just as good as the real thing for polishing glass and coachwork, and they are certainly a great deal cheaper. They appear to be somewhat stronger than the real leather in tensile strength and last well, and the imitation is a close one, even down to the yellow colour chamois is expected to be. Even the authentic faint squeak of leather on glass is reproduced.

A good version of the synthetic article has been submitted by The Seco Co., Ltd., Shaw Street, Blackburn, Lancashire. It is proving most useful in service and can be washed with soap. The prices of these "leathers" are: 1ft 6in × 1ft 2½in, 2s 6d; 1ft 6in × 1ft 10in, 3s 3d; and 2ft × 1ft 10in, 4s.

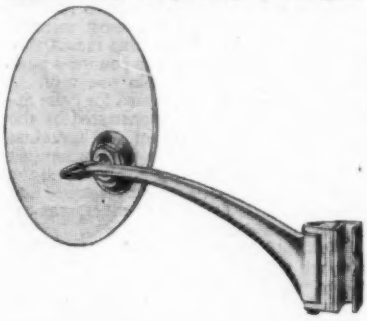
REVERSING LAMP

NEATNESS and small size are features of a new Desmo reversing light. It has a flat body, chromium plated on a brass foundation, and a glass with a square lozenge pattern evenly diffusing the light. The shape and size are reminiscent of a pocket watch of a little over 3in diameter; the lamp costs 19s 6d. The makers are Desmo, Ltd., Scholefield Street, Nechells, Birmingham, 7.

OUTSIDE MIRRORS

DRIVING mirrors for outside mounting which are being made by Wingard (M.A.), Ltd., Chichester, Sussex, have a convenient mounting formed by a slot and two self-tapping screws (which cut threads for themselves in plain holes), this fitting enabling the mirror to be mounted on the front edge of a door. Without the slot, the mounting is a plain one, and the screws will attach the mirror to the scuttle, windscreen pillar, wing or door. The mirror head, incorporating a 4-in glass with the silvering fully protected from the weather, has a ball and lock-nut joint to the swivelling arm. Chromium plating is suitably thick for an "out-door" fitting.

The price is £1 4s, and spare mirror heads are available.



Wingard outside mirror with slot mounting for the front edge of a door.

Desmo's reversing light is a small and neat design.

HAND CLEANER

CHEMICO cleaner for use on the hands after a dirty job is now being made in flat round tins, less than an inch thick, which stow conveniently in the side pockets of a car. The new tin costs 8d; the makers are the County Chemical Co., Ltd., Shirley, Birmingham.

STEEL PICNIC CHAIRS

PICNIC chairs of tubular steel with a fishing-rod socket-joint in the longest member, are being made by the Milson Manufacturing Co., Ltd., Bathwick Hall, Bath. They fold to about half the size of the normal deck-chair and have three lockable positions of adjustment between reclining and upright. The Auto-Dec, as this chair is called, is green enamelled and strong without being unreasonably heavy. The price is £1 15s, carriage paid.

The same company make two stools, the Major at 14s and the Minor at 12s. These, too, are of steel and canvas and appear to be both comfortable and stable.

Two Milson picnic stools and a folding deck-chair.

CUTTING SHORT THE WAITS

. . . but we wish we could as easily cut short the unavoidable waits for your new CITROEN. However, we do send our hearty greetings for Xmas and hope that 1951 may bring you many miles of happy motoring

THE FRONT - WHEEL - DRIVE

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"LIGHT FIFTEEN" Saloon
from £761. 0. 7.

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. . . can be obtained from any one of our Service Stations, a list of which will be supplied on application, together with our pamphlet "Your Carburettor." This pamphlet will give you interesting information, providing the clue to maximum economy and first-class performance.

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MOTORISTS!

If you must bet – try something safer

It's a pity to waste good money gambling on something as chancy as the British climate. That's what a lot of motorists do.

You *may* get through the winter without frost damage to your car, but what a costly nuisance if you don't! Anything up to £30 to pay for a cracked cylinder block, and goodness knows how long to wait.

It is so much better to have Bluecol in the radiator. It stands up to 35 degrees of frost.

No car protected with Bluecol has ever suffered a pennyworth of frost damage. Ask your garage.

SMITHS BLUECOL

The SAFE Anti-Freeze

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THE MOTOR ACCESSORY DIVISION OF S. SMITH AND SONS (ENGLAND) LIMITED

17 BERKELEY STREET LONDON W.1

Dear Sir,

It is good at this time to pause and remember, with deep thankfulness, the personal and human side of the year's work. I recall today all the friends that have been brought together by a common interest in cars. I recall, too, the times when I was moved by a note of genuine feeling in a voice heard over the telephone, by a phrase in a letter that spoke of real gratitude for some service performed.

These things live in the memory and enrich life. I find in them inspiration for further endeavour in the future. Moreover I have reason to feel grateful for the active loyalty of my team of car enthusiasts. They have put heart and soul into the job of making "guaranteed motoring" a reality for the people who rely on us.

So it is in a spirit of thankfulness and renewed confidence that I send to you my sincere good wishes for a happy Christmas and for a New Year in which we may all triumph over the difficulties in our path.

Yours truly,

Chairman,
Swain Group of Companies.

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CHILLY CHAMPIONSHIP

KEN WHARTON WINS FOR THE THIRD YEAR IN SUCCESSION : IMHOF SECOND

THE third annual Trials Championship, run last Saturday by the R.A.C. over a new course near Cheltenham, proved the exact antithesis of last year's event in every particular but one. Last year the weather was perfect, the course was far too dry and very easy, and the result depended entirely on the performance put up by competitors in the special tests. This year a new and stiffer course was chosen, but the seasonable advent of wintry weather played havoc with the plans, several hills proving unclimbable and others causing considerable delay. However, in one respect matters were unchanged; Ken Wharton, who last year emerged victorious in his Ford Ten engined special KHA 1, made a sudden return to trials to win again last Saturday, with an entirely new car powered by an Austin A.40 unit and bearing the registration number PHA 1.

Fortunately it did not snow during the trial, and the weather was clear, if cold; but plenty of snow lay on the observed sections and was sufficiently frozen to destroy almost all hope of wheel grip, some competitors having difficulty in reaching the starting lines. But it was all worth while, and far better than a trial which is too easy.

Typical of the conditions ; Godfrey Imhof, the hope of the South, attacking the wintry waste of John's Delight

AT an early hour on Saturday morning competitors were beginning to assemble in Montpelier Gardens, Cheltenham, the first arrivals almost beating the officials and R.A.C. scouts who were preparing their parking arrangements. Here cars were scrutineered, the differentials being checked on a ramp equipped with rollers for both rear wheels, allowing each to be locked in turn. Preliminaries over, competitors moved off to the first special test, held in Rodney Road car park on a surface of frozen snow, which provided plenty of sliding and excitement; notably good performers here were Maurice Wilde, Ken Rawlings and "Bill" Sleeman, who each recorded 51.2 sec.

The scene then shifted to the farm of Mr. H. Draper, at Prestbury, where no fewer than five hills were situated—and here the real trouble started. Noverton One, the first hill, although very short, proved the downfall of many; L. J. Oliver surmounted it in his special, and it was therefore with some surprise that spectators saw Ken Wharton fail, a few cars later. Afterwards, quite a number of successes were recorded, T. C. Harrison, Gordon Mosby, Johnny Clegg and "the Chest"—alias Leslie Onslow Bartlett—all making excellently judged ascents. Noverton Two, however, was a very different story; the first fifteen cars failed dismally, and the Clerk of the Course was in the act of declaring the section hopeless when Wharton arrived—and motored calmly up and over the top with a minimum of fuss and bother!

This proved the thing possible; but no one else conquered it, although many valiant attempts were made. Among the nearest to success were J. D. Sleeman, "Goff" Imhof—both in their Ford Ten-engined specials—and Onslow Bartlett, who was driving his latest and most extraordinary creation, with a V-twin air-cooled J.A.P. engine above and well behind the rear axle, driving forward, then down by chain to the gear box, which is mounted immediately in front of the differential casing.

The three remaining hills in this area, Draper's One, Draper's Two and John's Delight, all proved completely unclimbable in spite of all efforts. One of the only two entrants from Scotland to reach the event —the others being snow- and lorry-bound in the region of Shap Fell—J. E. Wilson, with a neat Austin (Seven-cum-A.40 engine), had the misfortune to overturn completely on Draper's One, but fortunately neither he nor his wife, who accompanied him as passenger, were hurt, although somewhat shaken. He carried on with the trial, but was later to suffer even more misfortune.

At the end of these five hills, a quick unofficial check appeared to show Onslow

Alf Frost makes a determined onslaught on the unconquerable Draper's One in his Ford-based A.F.S. ; unfortunately, he was later forced to retire from the trial.

Same driver, new car. Ken Wharton in his new Wharton Austin, photographed on Noverton One, where he was a surprise failure.

CHILLY CHAMPIONSHIP

—— continued ——

Fourth best performance in the trial was put up by T. C. Harrison, here seen slightly airborne in his Harford on Draper's One.

Bartlett to be leading, by the narrow margin of one section, from several other competitors; a very close struggle was obviously in prospect. Next came Syde, which, however, was something of a relief to the weary, proving comparatively simple to the real contestants for an outright win. Unfortunately for Bartlett, his efforts with his unorthodox machine came to an end at this point, as the air-cooled engine seized solid and showed no signs of freeing again.

Saw Mills, the next hill, was an excellent one, with a sharp right-angle bend immediately after the start, followed by a very steep section, a left bend and an acute reverse-cambered right-hand hairpin round a stout tree. Here again, Ken Wharton (who was running number 19 in the trial) was the first driver to achieve success, but here he was by no means the last, as he was quickly followed by A. A. Butler (in the car with which Clegg won the B.T.D.A. Star last year), V. S. A. Biggs and T. C. Harrison, the latter in particular making a copy-book demonstration of the perfect climb. Reg Phillips in the Javelin-engined Fairley, and "Bill" Sleeman in his Ford Ten-powered Sleeman, both conquered the steep part, only to attack the hairpin too fast and slide into the marking ropes and posts. Then came a black patch in which failure succeeded failure, such experts as Ron Lowe, Wally Waring, Imhof, Cyril Bold and Clegg all coming unstuck on the first hump; "Doc" Hardman, however, comparative newcomer to the Dellow brigade, showed them the way with an excellent climb. J. E. Wilson, after failing on the hill proper, had his second escape of the day, for he had just dismounted from his Austin after being towed to the top of the "escape road" by a tractor when the towing chain snapped; the car shot right down to the bottom backwards, with the driver clinging to the side in a vain effort to arrest its progress. Not his lucky day, obviously; but the car remained upright, and no damage resulted.

The next obstacle was Shale Slope, preceded by the second test; this is a long, difficult ascent, and once more brought the majority of competitors to a complete and involuntary standstill. Among the best climbs, however, was that of Ken Rawlings in his Vanguard-engined "Buttercup," which had not been having too successful a day. Last came Middle Jinny, in Leckhampton, on the outskirts of Cheltenham; this was easy by comparison with the remainder, only eight or so failures being recorded. And so, considerably late and more than a little cold and tired, competitors made their way back to the finish, to sign off, get warm, and enjoy the hospitality of the Cheltenham club in their pleasant clubhouse.

RESULTS

R.A.C. Trials Championship Trophy (best performance of the day): Wharton Austin 1,200 (K. Wharton), 66 marks lost.

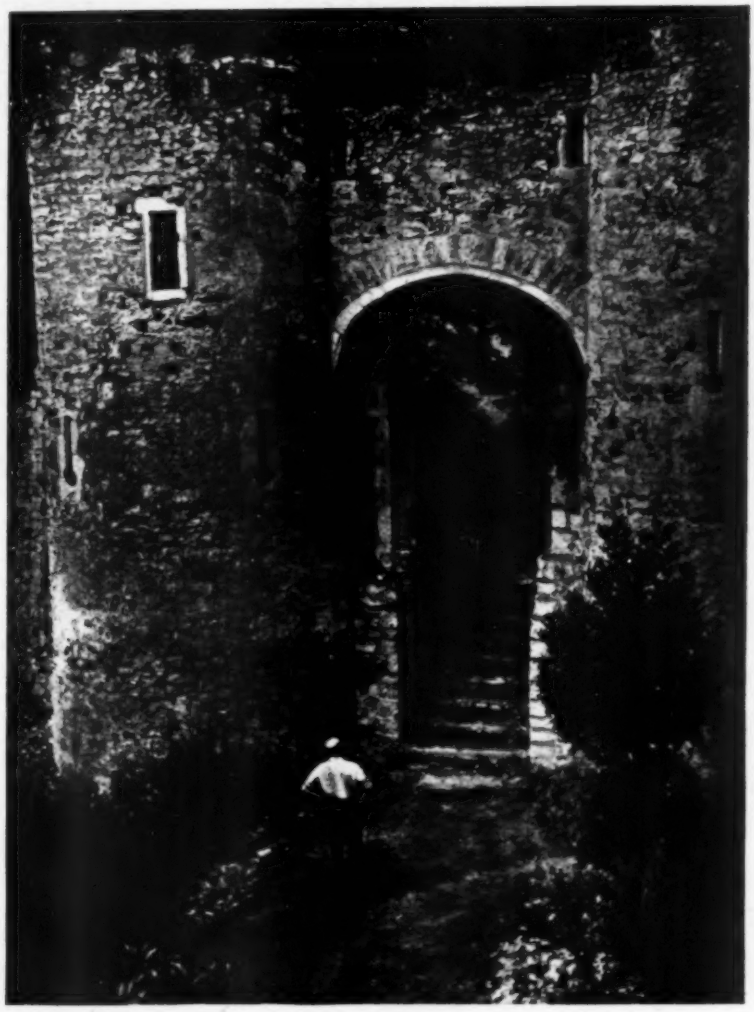
Special awards: 2, Imhof Spl 1,172 s (A. G. Imhof), 89; 3, Fairley 1,486 (R. W. Phillips), 94.

Souvenir awards: 4, Harford 1,172 (T. C. Harrison), 95; 5, Oliver 1,172 (L. J. Oliver), 100; 6, Cyclops 1,450 (G. Pentony), 100; 7, Sleeman Sports 1,172 s (J. D. Sleeman), 101; 8, Cotton Spl 1,172 (D. F. H. Cotton), 105; 9, Vanguard 2,088 (K. C. H. Rawlings), 106; 10, Clegg 1,172 s (J. Clegg), 110.

Area awards: North: K. Wharton. **South:** A. G. Imhof. **Scotland:** Austin Spl 1,200 (J. E. Wilson), 197. **Ulster:** Humber 4,086 (W. T. Todd), 153.

68 entries; 10 non-starters; 4 non-finishers.

"An Englishman's Home . . ."



The path to the "toolshed."

THOUGH some of our island homes do their best with a brave show of sham battlements, I know of only one Englishman of moderate means whose home is also his castle—literally. He is the tenant of the old fortress near Cooling, a village some six miles due north of Chatham, close to the Thames estuary. His garden gate is flanked by two massive towers built in 1383, and bearing this inscription with the seal of Lord Cobham:

"Knouwyth that Beth and Schul be
That I am mad in the help of the cuntre
In knowing of whche thyng
Thys is chartre and witnessyng."

"The cuntre" had lately suffered the ravages of the French and Spaniards, whilst no doubt the misbehaving peasantry of the Wat Tyler did much to hasten his Lordship's benevolence.

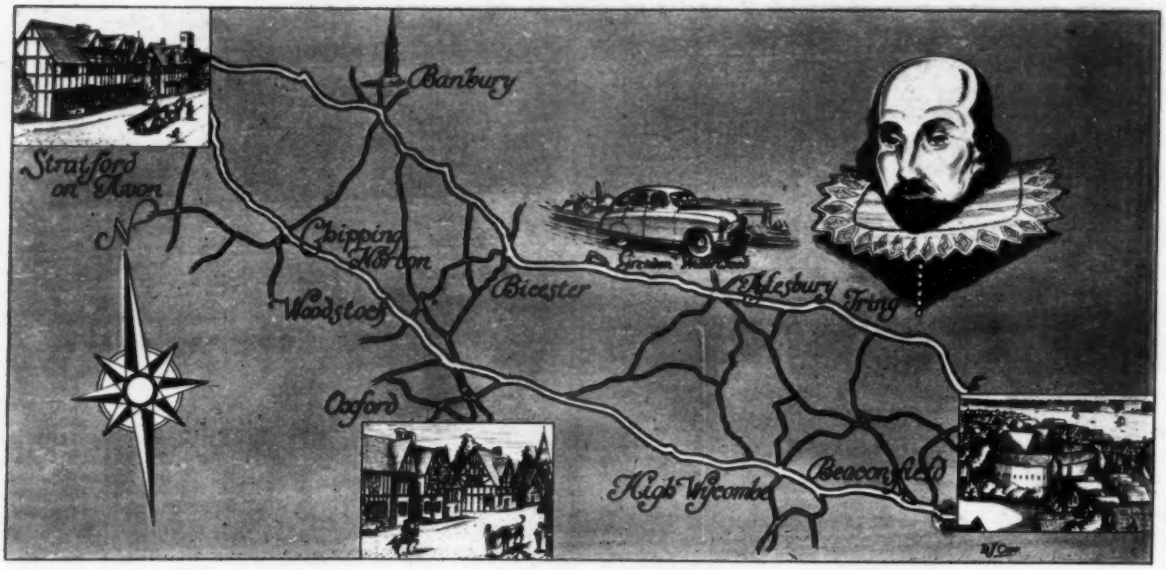
Inside the castle is a comparatively modern residence built on the site of an old manor house and surrounded by grounds large enough to prompt my host to mechanize his gardening. We descended below the ruins of the great hall to the crypt which serves as a tool shed and here, stacked by the Rotor-scythe and rotary hoe, I came across an old board inscribed thus:—

"Here lyeth entombed John Taylor of Cowling, Husbandman, who dyed the 5th day of March, 1681, aged 75 yrs."

Meanwhile a modern Englishman tends his garden, moats and ducks. Only one thing his castle lacks, today's equivalent of the knightly steed; ordered many years ago it still remains a thing of our very uncertain future.

GORDON HORNER.

The two photographs on the right illustrate the garden gate towers, which, as the end picture reveals, are not quite what they seem from the front. Once inside, their semi-circular form reminds one of the hollow façades of a film set. Nevertheless they offered a hot welcome to unwanted callers. The battlements project like a stone skirt from the thick walls so that defenders might pour boiling oil directly below without exposing themselves, and the walls are liberally pierced for marksmen.



BANKSIDE TO BIRTHPLACE

YULETIDE WANDERINGS ON THE ROAD TO STRATFORD-ON-AVON

WHEN I pulled up the Vanguard in Grendon Underwood, on a streaming grey December the First, nothing could have looked less cheerful. I was ready to believe the rhyme, no doubt an unjust one:

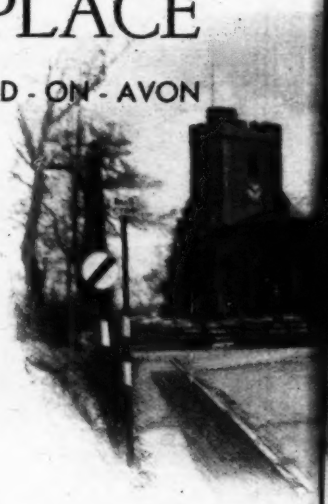
Grendon Underwood
The dirtiest place that ever stood.

It is just off A41, and the church was veiled in rain, while the main street of this scattered village was truly dirty. Two innocents waited damply for a bus on the corner. That morning I had come from Southwark in response to suggestions for "something Christmassy, with a bit about Shakespeare."

Another quite eminent poet has said of Shakespeare, "he has left us nothing to say," but as a matter of fact Shakespeare did not say very much about Christmas; not in a rich seasonable way, like Dickens for instance. There is, of course, the excellent:

Some say, that ever 'gainst that season comes,
Wherein our Saviour's birth is celebrated,
The bird of dawning singeth all night long...
No fairy takes, or witch hath power to charm,
So hallowed and so gracious is the time.

But I was in Grendon Underwood, and it was raining.



Grendon, where the immortal Dogberry was perhaps suggested by a village constable. It lies just off the road from Aylesbury to Bicester. Below: The site of the Globe Playhouse is commemorated by a plaque on the wall of the Anchor Brewery in Park Street, Southwark.

No morn in russet mantle clad had walked over the dew of the Midland dales, nor was the bird of dawning much in evidence. My journey to Grendon was following a hint dropped by John Aubrey, that chronicler of 17th-century personalities. He has written in his *Brief Lives*, of Shakespeare, "the humour of the Constable in Midsummer Night's Dream he happened to take at Grendon, in Bucks, which is on the road from London to Stratford. I think it was Midsummer night he happened to be there." Aubrey must have meant the constable Dogberry, who actually appears in another play. It seemed impossible that this village could have been of any importance at any time. There are some ancient buildings, and the inn that Shakespeare is supposed to have used is now, I believe, converted into a cottage near the church. Even in the rain, Grendon took on a new flavour because of Aubrey's remark. It is curious, I thought, this genius of place that can colour some corner of an obscure village, over 300 years. Why are the Lakes different because of Wordsworth, or Hampstead for Keats, or the West Riding because of the Brontë sisters?

We are not bound to believe Aubrey, but at least half the usually accepted information about that man of mystery,

Shakespeare, is of this apocryphal kind. The feeling is strong that Aubrey was nearer the poet's own time, and therefore knew things that the few extant documents do not tell us. It is attractive to suppose that the sublime Englishness of the Constable was at least hinted by a figure from this village. However, to stay too long in Grendon, Dogberry himself would agree, would be "most tolerable and not to be endured," for it is some distance to Stratford.

The dark backward and abysm of time that divides this age from that of Shakespeare has provided, amongst other things, the car, and the journey to Stratford takes about four leisurely hours. The scientific spirit that provides Vanguards has also, by means of painstaking research, made the figure of the poet a lot less shadowy, as may appear. Some people think him too shadowy to be believed in at all, with their heads a welter of Bacon, stories of second-best beds, dark Ladies, lawsuits and illegitimacy. And the facts are so few—a handful of documents with signatures, and some of these spelt differently. Aubrey also said: "he was wont to goe into his native country once a year." That morning, in the rain, inside the cosily heated and demisted Vanguard, there certainly seemed some advantages in the modern progress to Stratford, as opposed to a three days' journey by horse. Though we have managed to produce better transport, we have not, on the other hand, written any better plays.

The poet went into his native country from London as

by J. P. Hewish, B.A.

an established playwright. The play's the thing, after all, and it is at Bankside that the journey must inevitably begin. It was raining so hard that there was just time for a glance at the plaque on the wall of the Anchor Brewery, in Park Street, Southwark, before setting off for the traffic of the Edgware Road. Bankside—a modern pattern of gantries, wound with smoke wreaths from the Thames traffic, and intersected by jangling tram lines. Yet out of this mêlée the figure of Shakespeare has emerged clearly. The Baconians might take notice of Ben Jonson's rhyme:

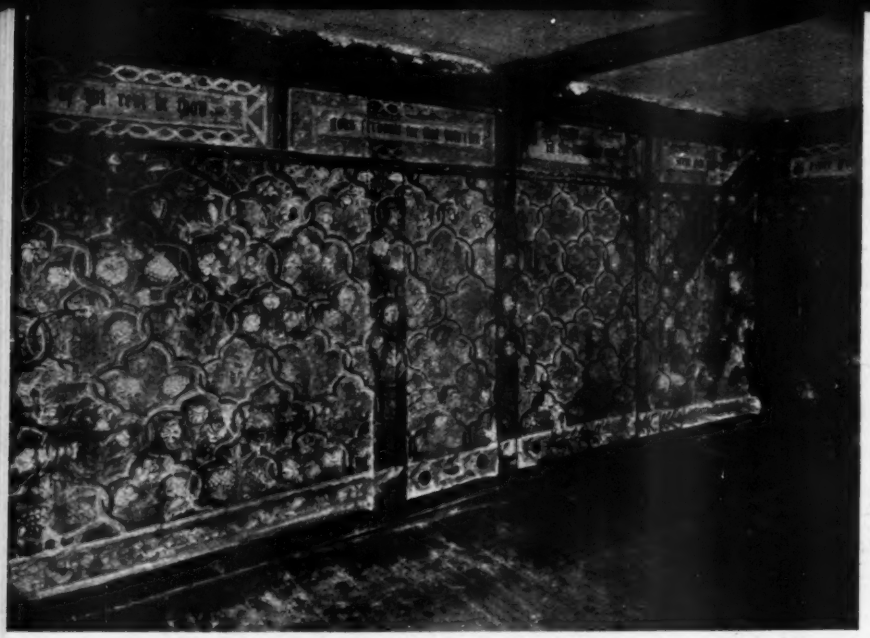
Sweet Swan of Avon, what a sight it were,
To see thee in our waters yet appear,
And make those flights upon the banks of Thames
That did so take Eliza and our James.

For the Globe theatre stood here. Those who saw the film of Henry V will remember the fine panorama of Bankside. The Globe, the "Wooden O," arose from the middle of it. Here Shakespeare was a shareholder in a company of players, but it is not easy to find the memorial plaque, which is just downstream from where the sunken Park Street intersects with Southwark Bridge Road. A curious district, and one dodges the dockers, and the flour sacks coming ashore. The plaque was erected by the Shakespeare Reading Society of England and America and its simple wording is attractive. This sooty brewery wall, not far from the Clink, will have richer associations for those who care for drama than any spot on earth; here the lines of *King Lear*, and of *Hamlet*, were first heard. Theatres in the 16th century were unpopular with the authorities, for the apprentices who stopped cracking nuts when Falstaff appeared ought to have been at work, for one thing; hence the playhouses moved to the South Bank. The exact site of the playhouse has been verified by the scholars who helped to compile the *Survey of London, Volume XXII*, recently published. For long it formed the subject of an almost famous controversy, one that fizzled into extinction in the correspondence columns of *The Times* in 1947. At one time there were two plaques on different sites, contesting the honour. Some new information has been discovered, partly in the archives of Barclay Perkins, the brewers, that seems to have settled the affair.

Before leaving Southwark, by devious routes around the 1951 Exhibition Site, where a new Globe, the Dome of Discovery, is rising like a fantastic aluminium planet, and where the Concert Hall and the reopened Old Vic suggest that art is moving back to the South Bank, one reflects that it is *a priori* likely that Shakespeare lived in Southwark, too. A William Shakespeare is assessed for tax in a subsidy list of Bishopsgate, in 1596, and other documents show that the money was collected finally for the Bishop of Winchester, who, with the long arm of church finance of those days, owned the land near the Globe. But there is no proof that this is our Shakespeare, though it is highly probable. That he acted in Southwark there is no doubt. Aubrey (how often one must refer to him) wrote on a MS fragment, and the information may have come via one of the company of players, that: "he was not a company keeper, wouldn't be debauched, and if ask'd to, writ, he was in paine." This brings the man in London very plainly before us; its authenticity cannot be proved, but. . .

The nose of the Vanguard was directed through the rain to Stratford with shades of misgiving, for the Arden café, and the Falstaff snack bar, await. The poet's life was at its flood in London and the birthplace town has a hint of ease and senile decay, as well, as the place of his retirement. That bust in the church, which is known as one of the few con-

Part of Hollar's famous panorama of London, 1647. In this view, the Globe Theatre is wrongly captioned, and the building to the left of it, marked "beare bayting," actually represents the theatre, shown on the Park Street site. (Reproduced by courtesy of the London County Council.)



Inside the Painted Room, at No. 3, Cornmarket, Oxford. "It presents its glowing walls to the visitor with astonishing magnificence." Here Shakespeare may have stayed. Right: A fine old stairway that leads to the Painted Room. The modern façade gives no hint of these surprises within. At the foot is a sturdy octagon newel post.

BANKSIDE TO BIRTHPLACE . . . . . *continued*

temporary likenesses, and that once, at some hideous time of "restoration," appeared in colour, looks a little bloated.

Between the two poles of London and Stratford, about which Shakespeare's life revolved, the cardinal points are all unproved ones. They come to us from the voices of the 17th century, when memory, or perhaps imagination, was vivid. The two routes to Stratford were both apparently used by Shakespeare on his annual journeys. One is on our A40, by Beaconsfield, High Wycombe and Oxford, and the other leaves London by means of the Edgware Road, on to A41 at Elstree and follows the Roman Road of Akeman Street to Tring and Aylesbury, leaving the direct line to Warwick at Banbury. This is the route on which Grendon lies, just before Bicester. The character of the latter way could not be called interesting in winter, especially with the dreadful pudder of the rain, but its nature changes beyond Banbury—or was it that the sky cleared for a few moments?—and the way to Stratford is spread like a map, from the steep descent of Sunrising Hill.

Oxford is important on the other Shakespearean route, and it might be included on a longer day's motoring than this one. The London road joins the road from Stratford at Carfax, and in this most crowded of cities a parking spot can be found in tree-lined St. Giles. In 1927, an Oxford tailor, Mr. E. W. Attwood, was removing wallpaper from a workroom under repair when he discovered the brilliant colours of some 16th-century wall paintings in a room at No. 3, Cornmarket. The old building is quite concealed behind a modern fronting, but the Painted Room, now restored, presents its glowing walls to the visitor with astonishing magnificence. It was known that this building was part of the Crown Tavern, once in the tenancy of John Davenant, vintner, who was a friend of Shakespeare. Aubrey writes that: "Mr. William Shakespeare . . . did commonly lye at this house in Oxon, where he was exceedingly respected."

Romantic association easily presents this as a room known to Shakespeare. Nowadays a young lady of the Oxford Preservation Trust will show the paintings to visitors who climb the narrow stairs whose opening is not far from the chain stores of Cornmarket Street. There is a mixture of decoration here, some of which is earlier than Shakespeare's time. Over the fireplace is the IHS monogram, and the pious exhortations which were fashionable stare vividly at the visitor who steps from the bustle of Cornmarket Street into another world. One story of Shakespeare holds that John Davenant's son, William, who was Poet Laureate in Restoration times, and introduced the opera from Italy, was an illegitimate son of Shakespeare. He *was* probably his godson, and even such a careful authority as Chambers has written that it is "not unlikely" that Shakespeare stayed at the Crown, or at the nearby inn, now the Golden Cross Hotel.

The writing on the wall is seasonable in its message, "feare God above allthynge." Such a room is described in one of the plays, and on the walls:

a pretty slight drollery, in water-work.

After the Painted Room there is little but the way to Stratford and Sir Hugh Clopton's fine many-arched bridge, still standing over the Avon. In the no-festival season Stratford suggests a factory that is on half-time. The Shakespeare industry is not in full production, but it is nevertheless hard to find a parking place in the crowded streets. The Birthplace, like the Painted Room, has been subject to much conjecture. Local tradition has been the chief factor in its ascription.

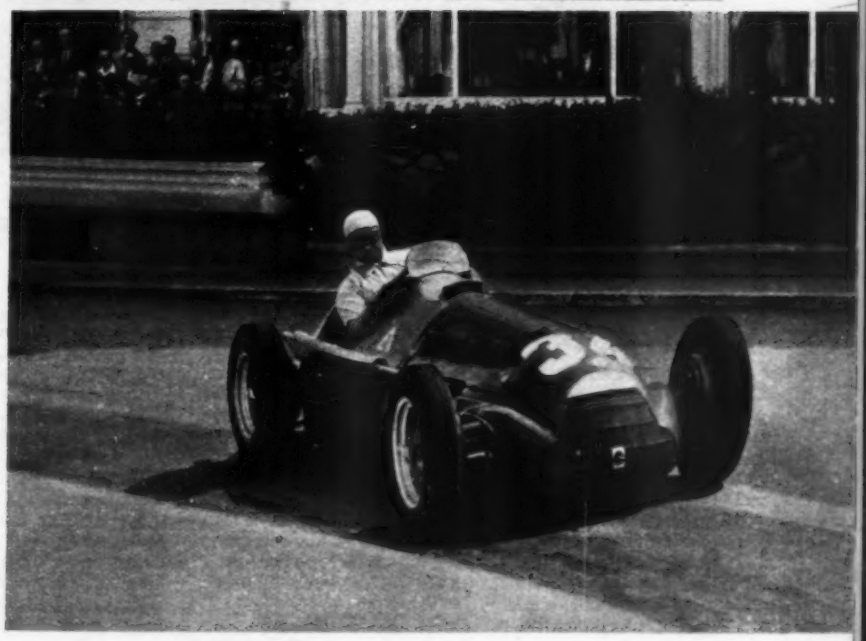
"It may well be the birthplace," says Chambers. The history of the building would occupy a colourful volume, and probably has.

Sold from the hands of Shakespeare's descendants at a most dramatic auction in 1847, and purchased by a specially formed committee, a special edition of the *Illustrated London News* "covered" the sale. The house had been a butcher's shop and we may rejoice that it is in good hands at last, remembering the time when Mrs. Hart, a relation by marriage of Shakespeare, sold slices of an alleged "Shakespeare's chair" to visitors. The "industry" is not so new. In 1857 the building was restored, and now it is seen as it was in the 16th century. To guarantee its future, a Birthplace Trust Act was passed by Parliament in 1891.

In the fading winter light there is only time to notice that Hall's Croft, home of the poet's son-in-law, is soon to receive attention. In the porch of the church there is a bill advertising a Miracle Play to be performed this Christmas. Some such performance, a relic of the Middle Ages, first fired the blood in the veins of the dramatist. His father, a burgher of Stratford, entertained "mummers" during Shakespeare's youth.

A run in the district, taking in Snitterfield, where some of his forebears lived, or to Charlecote, home of the deer-stealing legends, might well occupy an evening in better weather; or to Tiddington, on the Avon, where a Cathleen Hamlet was drowned in 1579. Was this Ophelia's original? Here, as in so many things, conjecture is endless.

A policy of DRIFT

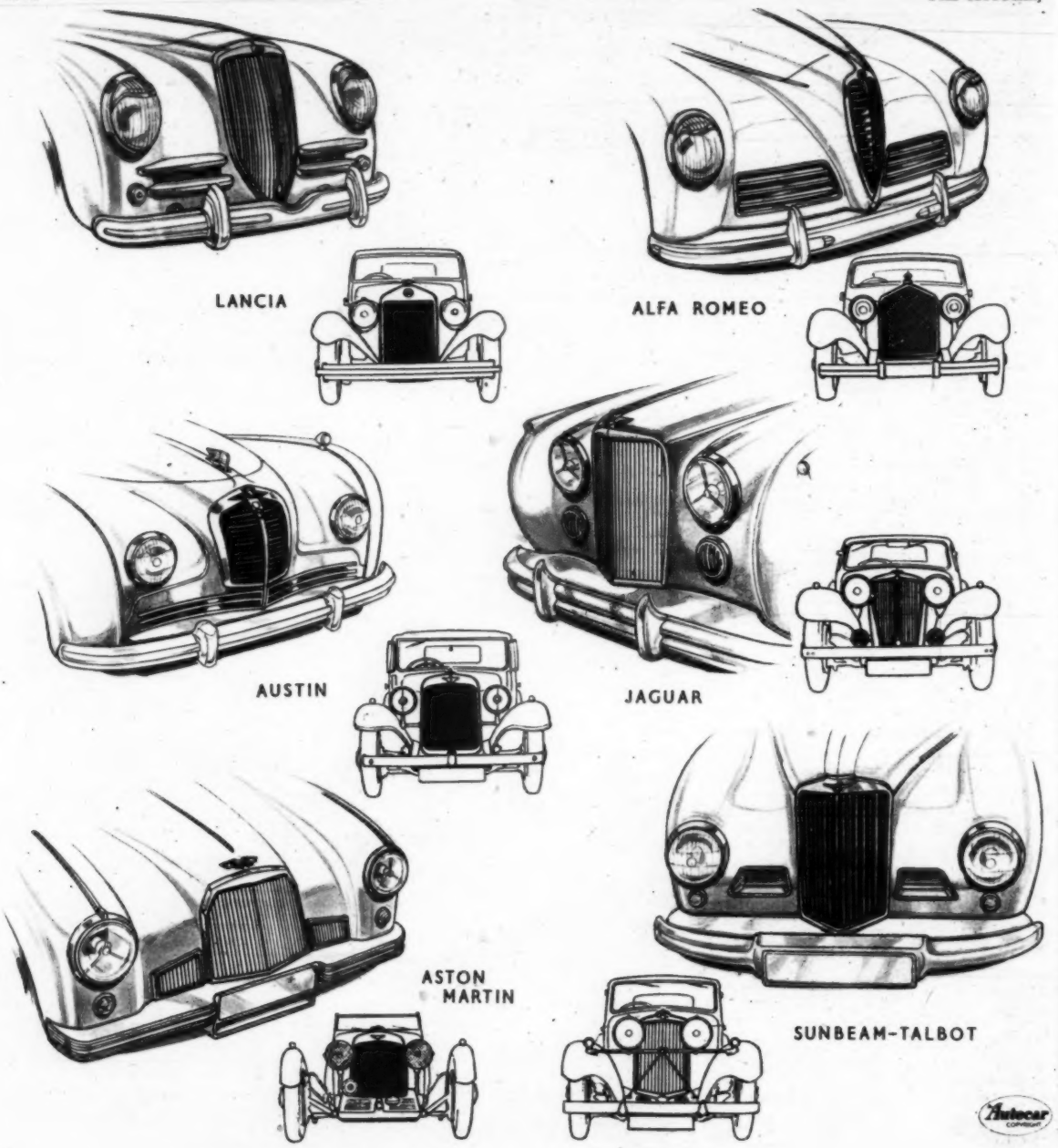


HERE are three pictures which provide an excellent illustration of the art of cornering as practised by the experienced Grand Prix racing driver. In each case, a modern Formula 1 car is shown in the act of negotiating a right-hand bend, and it will be noticed that in all three cases it appears that the natural course of the car will be such as to overrun the kerb, or verge, within the next fraction of a second. Yet this does not occur; the driver, while pointing the front wheels towards the inside of the corner, is causing the car to drift bodily outwards by the judicious use of engine power. This "four-wheel-drift" is, therefore, controlled largely by the throttle pedal; more throttle, and the car will drift farther out, while with less it will tend to resume its natural course. The car is eased into its stance, as it were, by steering its nose inwards, frequently before the corner proper has actually been reached; slight correction brings it straight again as the curve is left behind.

This manœuvre is only possible with a car which, at that speed, does not tend to oversteer—that is, bring its tail round in front of its nose when cornering. Should it possess this tendency, it will be necessary for the driver to apply the orthodox correction with the front wheels, which will therefore not be sliding, or at least will be sliding much less than those at the rear. It is normally accepted that a slight tendency to understeer is desirable, which in turn means that the front wheels will have to be at a slight *inward* angle to keep the nose of the car in the correct position.

The top picture shows the late Raymond Sommer driving a short-chassis, single o.h.c. supercharged 1½-litre Ferrari round the Casino Corner during the 1950 Monaco G.P., followed by Villoresi in the later long-chassis, twin o.h.c. version. In the centre picture Reg Parnell is shown at the wheel of the B.R.M. during its *début* at Goodwood on a wet track, while the remaining illustration depicts Juan Manuel Fangio, in the Type 158 Alfa Romeo with which he won the Monaco G.P. This last photograph demonstrates the perfect balance of the Alfa, a major factor in its invincibility.

J. A. C.



Changing Fronts and

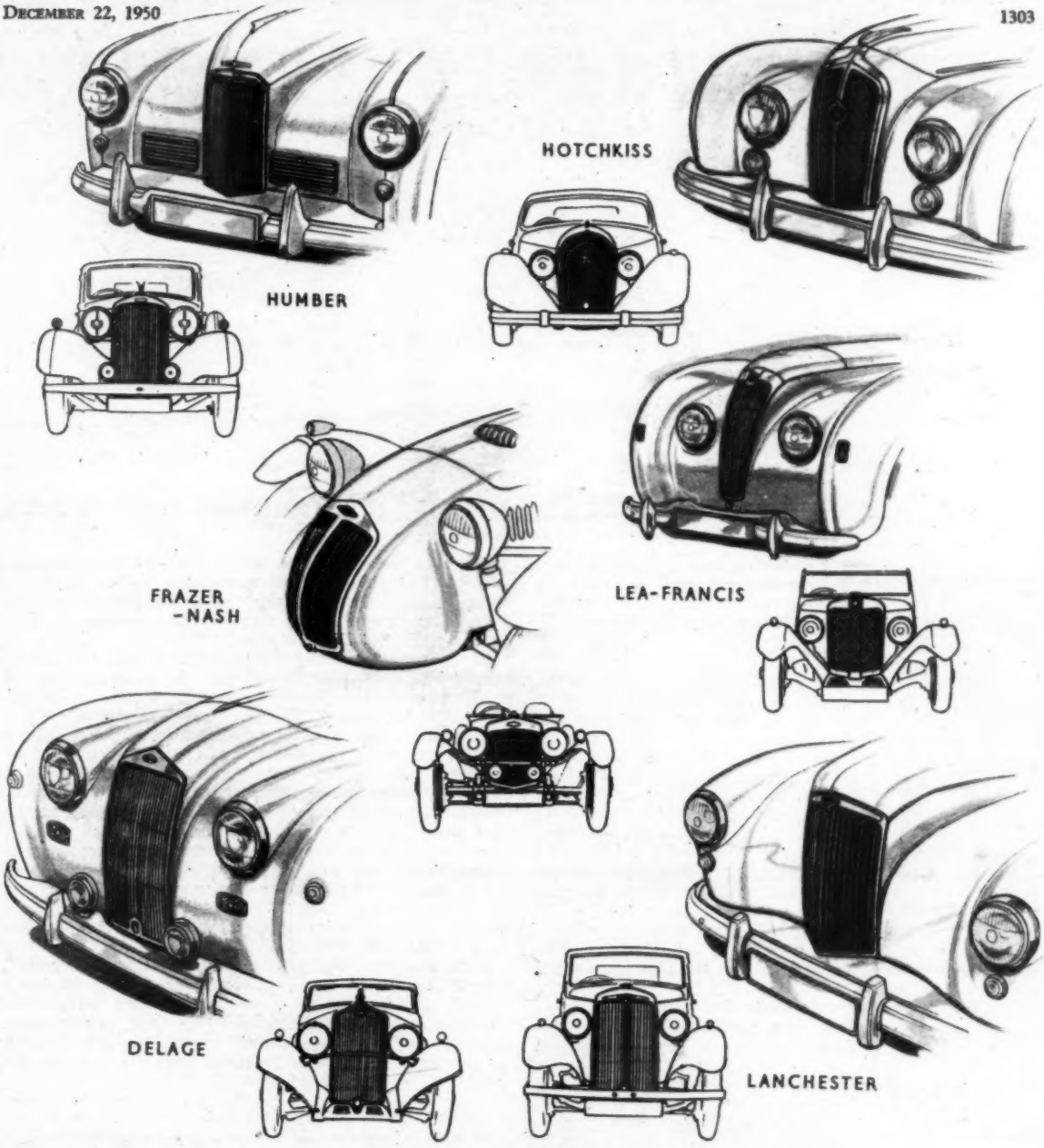
PHASE three of the great transformation in car styling is now an accomplished fact, influenced paramountly by American and Italian design. The shocks that were experienced in the early stages of the changeover when a maker completely altered his new models so that every vestige of the old was destroyed are hardly felt these days, such is the march of what we term progress.

Part of the great drive to eliminate the old, no doubt, is owed to the increasing necessity to produce cars which, in styling and general appearance, can compete with foreign cars in the overseas market, but there is a very interesting situation in which certain British manufacturers do not subscribe to such a wholesale change, as witnessed by our greatest builders—Rolls-Royce and Bentley, Daimler, Riley and others.

Without question, the prosaic radiator is the key point around which modern styling of car fronts is centred by our more reluctant designers, the reasonable argument being that the identity of a famous car is killed if a radiator as a shape or pattern is lost during the process of restyling.

But the inevitable pressure brought about by the introduction of even half-measures in restyling bodies, bonnets and wings means that the old stand-up radiator has had to be chopped and changed to suit the whim of the particular manufacturer. Certain car front ends have been much more difficult than others to deal with in the process of remodelling, but the illustrations above will indicate the degree of change made by contrast with the attendant views of the same cars as they were fifteen years ago.

Austin, Lea-Francis, Aston Martin and Alfa Romeo have gone a long way towards the effacement of the



Disappearing Radiators

radiator, but Humber, Jaguar, Sunbeam-Talbot and Lanchester still preserve grilles as a prominent part of the front-end make-up, although it is now smaller as an individual feature. The Lancia, Delage and Hotchkiss designers have made modifications more to the blending of the radiator with bonnet and wings than in reduction in size, while Frazer-Nash is a good example of an old-established radiator shape still being incorporated.

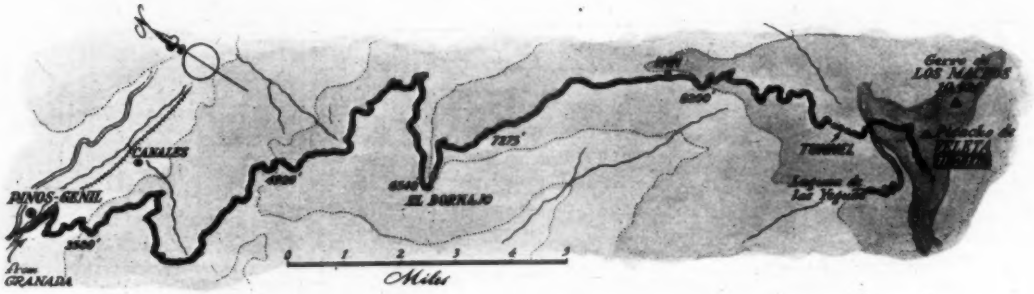
Where the radiator grille has been very thoroughly reduced in size there has been a corresponding alteration of air entry for radiator cooling, giving rise to the necessity of fitting extra slots in the front wing valances for the admission of air as required. These slots also are the acknowledged means for stylists to add a flash of design (and chromium) to the frontal appearance of new cars, which would otherwise be very bare of adornment.

Again, the contraction of the radiator mass emphasizes prominently the outspanning of the head lamps where they are mounted in the wings, as in the new Alfa Romeo, Humber and Aston Martin fronts, whereas the high mounted lamps on the old Talbot and Delage cars tended to uplift the height of the radiators, giving quite the opposite effect.

The Mark VII Jaguar, Hotchkiss and Lea-Francis designers have not been tempted to follow the ultra-modern trend; the head lamps are mounted in the conventional positions, and really add to the attractiveness of the new-styled radiator.

Not one of the least interesting results of restyling of fronts is that the front bumper is now an integral and important part of the design—it can make or completely mar the whole front end of the car. MAX MILLAR.

UNATTAINABLE SUMMIT



THE PIC VELETA—EUROPE'S HIGHEST ROAD—IS NO LONGER

The start—Pinos Genil.

THE Pic Veleta is undoubtedly one of the great roads of the world —if not the greatest—typically Spanish in the breadth of its conception, its grandeur and majesty, and ranking as an achievement with their awe-inspiring cathedrals. It is, therefore, all the more pity that its upper reaches are falling into disrepair and hence disuse, and if this is allowed to continue it must inevitably forfeit its title of "Europe's Highest Road."

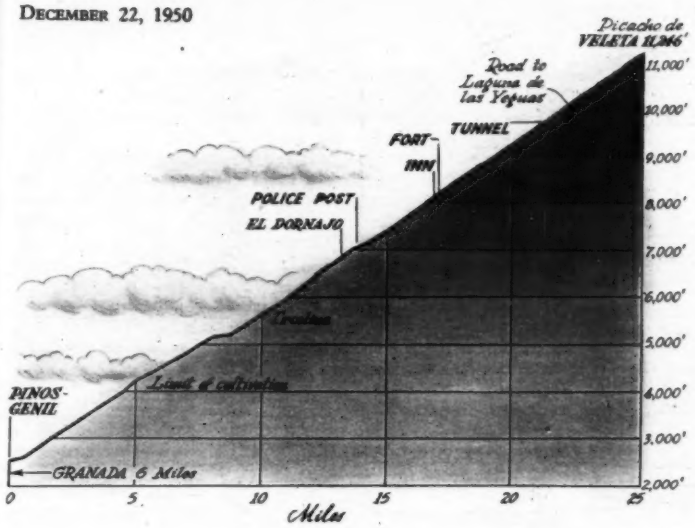
I have always been attracted to this road, right from the date of its construction in the early nineteen-thirties, but it was not until 1948 that I was able to make a climb. Two years ago I was in Granada in early June, and one hot afternoon ascended in my Mark VI Bentley to the snowline at about 8,000ft. The weather conditions made further progress impossible, so I determined to return another year at a time when there would be less snow.

The opportunity did not arise until this year, when again I found myself in Granada with the Sierra Nevadas towering over the town in all their might; to one accustomed to the Berkshire Downs the contrast is indeed remarkable. As it was September, I felt that there should be little or no snow, so with the same car (of 1947 vintage) I set out early one morning. It was not an ideal day, as there was some cloud on the mountains, but I felt that we should climb above it and in any case I could not afford to wait for the weather.

As we ran alongside the tram track leading out of Granada, we noted an altitude post reading 680 metres so we paused to set the altimeter at the corresponding reading of 2,200ft —this, and an ordinary thermometer, were the only additional instruments we carried. The load of petrol, which we had just taken on, was not particularly good, but we could not find any fuel in the town *con plomo*, or leaded, as this premium grade is only just beginning to appear in Spain. I therefore took the opportunity of adding to the tank some pure benzole which I had brought all the way from England, and also advanced the ignition, which the engine would take with the better fuel and so give more power and keep cooler. We then proceeded on and over the partly broken down bridge, which had not been repaired since my last visit, to the village of Pinos Genil—some 6 miles out of Granada.

Here we forked right and immediately the climb began. Almost at once we required second, and indeed the lower reaches of the climb are among the steepest parts. The road surface was excellent and we were soon back on third, winding our long way upwards among typically Spanish scenery with cultivated vines and cork trees lining the road.

Panorama at 10,000ft, with the road winding over a desolation of rocks.



by Michael Collier

CLIMBABLE ENTIRELY BY CAR

Most magic name to adventurous motorists who visit Spain is the Pic Veleta, the amazing mountain road that climbs to 11,246ft in the Sierra Nevada range bordering the Mediterranean. This climb was made by W. G. McMinnies in 1935, and the story appeared in The Autocar of November 1, 1935. At that time work was going on almost at the summit, and McMinnies was able to drive right to the top, where he arrived to witness a memorable dawn.

Michael Collier, the author of the present account, was not so lucky. The Pic Veleta road has decayed, and Collier found that the Bentley which he drove could not pass the wreck of the tunnel. He was forced to complete his climb on foot, suffering from the height lethargy upon which McMinnies had remarked years ago. It is of interest that at 11,000ft, only 68.6 per cent of the power of an engine is available.

Michael Collier has a long history of sporting motoring—as trials driver and at speed, including Le Mans (1935). His cars included Aston Martin, M.G., and Frazer-Nash. Nowadays his energies are devoted to manufacturing on the supplies side of the motor industry as well as to searching out such romantic motoring adventures as climbing the Pic Veleta.

Having overcome the lower part of the climb with its steepish gradient, we found the road more normal again, and such was the power of the Bentley that I was able to use top gear in places. And so we reached and passed the 1,000 metres altitude post (3,500ft) erected by the Obras Publicas, or Spanish Ministry of Works and Roads. The clouds now started to descend on us and there was very little sign of life, just a few cows grazing and a man on a mule.

A little farther on we came on another sign of solicitude for the mountain traveller in the form of a water trough. Remembering the Portuguese saying, "Water for fishes, wine for men," we passed on upwards, the Bentley disdaining any refreshment, nor was the water temperature more than 5 degrees up on normal.

At just over 4,000ft cultivation ceased, but the road was lined on the outside, or precipice, edge with trees, carefully planted to reinforce the road surface with their roots and to arrest the tendency of the whole road to subside into the valley below.

We had now climbed steadily for seven miles, and could look down on the village far beneath us, when suddenly and unexpectedly the road went downhill for a short stretch. This enabled us to get the temperature of the coolant back almost to normal again and at the bottom of the dip we passed our last link with normal life in the shape of a small house, outside which were a man, a maiden and a dog, all looking very gay with a mountain atmosphere entirely of their own.

It now became much colder, so I shut the sunshine roof and, after a brief spell of sun, the car entered the clouds again. Here the road became much steeper and more tortuous and I had to use second frequently on the acute corners. The beautiful gear change of the Bentley with right-hand control and a genuine lever, and its excellent steering lock, made the drive a pleasure and we eagerly looked forward to the more difficult sections to come.

The Treeline

At some 5,500 feet up the trees disappeared and there was only scrub, but at this point we were delighted to find road repairs in progress and there is no doubt that the lower part of this famous pass is not being neglected. We were now just between two cloud banks and were fortunate enough to get a brief glimpse of the sun. I took the opportunity to stop and put on a lot more clothes, which turned out to be a wise precaution as we were soon back in the damp and chill of the clouds.

After some 13 miles of tremendous pulling, the engine power began to fall off slightly and I noticed from the altimeter that we had now attained 6,600ft.

The tunnel at 9,450ft. The roof had fallen in, and at this point, just short of the summit, the attempt to climb by car ended.

The Albergue framed in cloud, which a moment later blotted it out. On the right is the fort.

UNATTAINABLE SUMMIT : continued

Suddenly out of the mist loomed the Police Post, towering above the road and somewhat unexpected at such an altitude. Thirty of Franco's Guardia Civiles are stationed here and most of them seemed all over the road, right under the Bentley's nose, playing a quaint local game which appeared to be a kind of Pelota, the Iberian national game. They seemed amazed that anyone should attempt the climb in such weather, and even have got as far up as this under the prevailing weather conditions. They did their best to dissuade us from going on, but I assured them that I thought we should eventually climb above the clouds and in any case this was nothing to a London fog in November. They clearly subscribed to the theory that all the English were mad and, shrugging their shoulders, cheerfully waved us on.

And so the climb continued through the mist round the never-ending sweep of well-engineered bends. Corner succeeded corner, first left then right, in such a succession of similar sweeps that one might have been in a strange dream, the mist lending its eerie but ethereal weight to the impression.

After some deterioration owing to water runnels, the surface improved again and so we came up out of the cloud into the sunshine and through a rocky defile to the Albergue. This is a somewhat primitive inn and on the same little plateau stands the Fort, constructed during the Civil War and the scene of much guerilla fighting. What modern war can be like at such an altitude is hard to imagine!

On and On

However, the road wound on and we with it. From this point it narrowed definitely and showed almost no sign of use and the tarmac stretches disappeared entirely in favour of loose shale hewn from the mountain itself. It was now even colder, though at that time of year there was no snow to be seen—just green hillside interspersed with rock. We were approaching 8,000ft and enjoyed a magnificent panorama, extending very many miles over the Sierras. The road went up and up, still well engineered, and we were on third most of the time; this, coupled with the cold, allowed the coolant temperature, which had approached 90 degrees, to drop back a little, until a little higher the power began to fall off again, something which seems to occur in steps rather than gradually, though the gradient may be deceptive. We needed second for considerable stretches again, where third would certainly have sufficed on a similar gradient lower down.

We were now well clear of the clouds and there was a particularly lovely view of the Albergue framed in its remote mountain setting.

For very long periods here we required second and this gear was just right for the continual succession of corners, only about 100 yards apart; but at no time did I consider using bottom or having to reverse on the hairpins. The road was now much more on the edge of the mountain and we had nothing whatever between us and the drop except where we passed through cuttings in the solid rock.

Twenty miles after leaving Pinos Genil we reached 9,450ft and so, suddenly rounding a bend, we came on the Tunnel.

I must say it was not immediately recognizable as such—so completely has it fallen in—and I wondered just what had happened to the road. Actually the roof must always have been somewhat thin, and no doubt some landslide or subsidence on the slope above had brought it down well and truly in catastrophic ruins. However, the road has been reconstructed in the form of a cat-walk round the *outside* of the ruined tunnel and as it looked narrow in the extreme and very precarious for our 35cwt, we paused and decided to reconnoitre on foot. It was then about 11.30 a.m. and the summit—a mere 1,500ft higher—did not seem far away. I sprang from the car blithely.

In about a quarter of a mile the road divided, the right-hand fork going to the Laguna de las Yeguas, which is not of much interest as the road drops down to the lake, and the left fork up to the Veleta. Immediately the road entered a cutting through the rock, which is impassable to any normal car; the trials machine, well handled, might make it, with possibly a preliminary readjustment of the larger boulders, but even then I should want to carry a spare sump and track rod.

Last Lap

However, it was easy to pick one's way through here on foot and then the road became its old self again—a bit narrower and steeper perhaps, but passable. And so I entered the clouds again amid the mountain solitude, with no sign of any life whatsoever. In a mile or so I came on signs of the original road-making equipment—a few rails and some trucks, twisted, battered and rusty, abandoned by the 3,050-metre post (10,000ft). Here there is a very sharp left-hand hairpin, where most cars would have to reverse, but the skilled driver would manage it. Later the road continues through another cutting, which only the specialized machine could now negotiate, and up another more difficult hairpin where the road is solid rock and at one time there had been a tiny mountaineers' hut, now derelict. This point would require real skill and a very good lock, as there is no space to reverse, but once past it things become more reasonable again.

At 2 p.m., with my altimeter over the end of its scale, the summit came with dramatic suddenness. I was intensely cold despite the exercise, entirely without food, and had only a Continental breakfast within me, and with a barometer reading of only 20½, the lack of oxygen at 11,246ft induced lethargy. The world seemed very far away and the cloud very thick.

However, I got back to the car about half-past three, only to find a puncture. Fortunately the engine started readily, which was a relief, and I ate a hearty meal in the car before changing the wheel.

At the Police Post they had stationed a look-out for us and I was welcomed within and shown all over it. Afterwards, I gave one of them a lift down the mountain, which quickly made him sick, so rapidly did we negotiate the bends. However, we had no brake fade on the descent, despite using mainly top, and never second, and after 50 miles of continuous mountaineering the brakes did not require taking up even one notch.

And so without seeing a single other vehicle on the mountain all day, we came to the valley again and thence to Granada.

The first climb to the summit of the Pic Veleta by car was made on September 15, 1935, and it would not be a big job for the Spanish authorities to carry out the amount of work necessary to make it navigable again.

Let us hope they will.

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Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

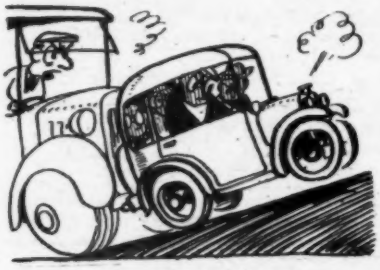
Car Park

WHEN the trams are finally banished from the Thames Embankment between Westminster and Blackfriars comes the question: "What do we do with the space?" My answer would be to make a car park of it right the way along, with end-on parking to the kerb. The Embankment is very convenient for a large part of London, and is so easily reached (from the south, at least) that many motorists who otherwise do not drive into Central London would be able to use their cars with confidence in the knowledge that they could leave them there. There is no need to absorb the extra width into the highway, which is wide enough already. If the extra width were added the Embankment would become so wide as to be confusing.

✦ ✦ ✦

Missed It

NOT often nowadays does one find a car stuck on a main-road hill, but I saw the phenomenon on A48 the other night. The car was an Austin Seven, fairly old, with four up, and the driver had obviously missed his change into bottom gear on the very steep bend on the hill. Just what he intended to do I do not know, for



Somewhat helpless.

he was looking somewhat amused, somewhat embarrassed, and somewhat helpless. Presumably he would eventually run back to a gentler slope.

In the meantime he was causing real trouble. A lorry fully loaded with bricks went out round him because, I think, the driver was afraid to stop on the gradient; fortunately the car which came down the hill had a driver who sensed immediately what was happening. Your Scribe was close behind the tailboard of the lorry, in a very small machine. The brick driver selected bottom gear, in which I was already ensconced. His revs fell off, and he slowed down almost to a standstill. By this time his speed was too low even for my bottom gear, and my engine was beginning to labour. What to do? Stop and restart? Declutch at intervals? The decision was taken for me by the lorry driver. Aware of my dilemma, he waved me to creep round, and in view of the road width and my small car I decided that it was a "safe risk." All was well, and we exchanged grins as I passed.

✦ ✦ ✦

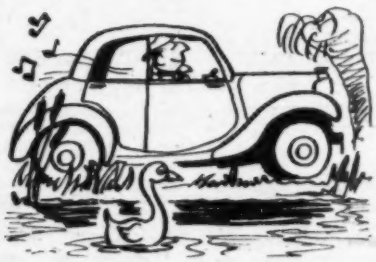
Mayflower

MY good friend the Editor passed over to me the Triumph Mayflower the other night, giving me a pleasant surprise. I have looked at the Mayflower, read about the Mayflower, but said to myself that it was not my type of car. Now I am not so sure. The little but roomy square-cut saloon gets along the road in a very nice way and provides the visibility and airiness for which the 2-litre Renown is renowned. It was a wet night, followed by a dry morning, and I liked the Mayflower even better in the dark wet than I did in the light dry. On the second run, dry by night and day, I still liked it better at night—a very curious reaction which I have never before felt. But day or night, wet or dry, the Mayflower impresses on one its unusual features.

✦ ✦ ✦

Water Music

ON the second night run I was soothed away from the bad habit of hurrying by playing the radio. I wanted to hear Boyd Neel's Music Hour. The first item bored me, but the second was Handel's "Water Music." Now Handel is one of my favourite composers—no other, I think, can make the first violins sing in the way that he does. Moreover, I was driving alongside the beloved Thames—Walton Bridge to Chertsey Bridge. Thus the circumstances were propitious for a judgment of car radio, because I was ready to concentrate. The result was most interesting. I find when listening to favourite pieces at home that they stimulate my imagination to the extent that the pictures conjured up sometimes divert my attention from the loudspeaker. In the car I found that the portion of my mind which normally sees the pictures



Unsullied atmosphere.

was being used to drive, and I was therefore listening to the music in the rarefied and unsullied atmosphere that the critic claims. Certainly I enjoyed the master's work as much as I have ever done.

✦ ✦ ✦

Lights

THERE is a certain advantage to be gained on winding country roads by driving on the dipped beam only. Speed is fairly low, and the winding road does not permit you to see much farther ahead even if you use two lights. But if anything is coming round the bends you can see its lights, which might otherwise be suppressed by the brilliance of your own.

✦ ✦ ✦

Doubtful Anecdote

THE towns and villages which dot the countryside in the Silverstone area have naturally become known to a greater number of motorists than previously. Indeed, on some routes, many of us must be at least a nodding acquaintance of each blade of roadside grass after being caught in one of the famous queues.

On the route through Stony Strat-

Yarns gathered.

ford the two inns, the Cock and the Bull, will certainly have been observed, and any inferences drawn from the names are justified. When four h.p. meant coach and four, the wagon trains from the north used these inns at clearing houses for the yarns gathered on their travels. Gradually, any story emanating from either of them was considered of very doubtful authenticity and, well, Cock and Bull.

✦ ✦ ✦

For the Services

THERE is a desperate shortage of books and journals out east—Malaya and Korea—and a friend in the W.V.S. asks that any "spares" be taken along to the nearest office of that organization. Needless to say, such journals as *The Autocar* are particularly welcome, because they are used for instructional purposes.

CORRESPONDENCE

Much of the pleasant Dorset market town of Blandford is good 18th century, but little is older, for it was almost entirely destroyed by fire in 1731, after another disastrous fire earlier in the same century and others in 1677 and 1579. The rebuilt church is in the Classical style, designed by the brothers John and William Bastard, members of a noted local family. The town's full name is Blandford Forum, distinct from Blandford St. Mary, to which it is connected by a six-arch bridge over the Stour. (Motoring note : The DB2 Aston Martin spent the morning in Central London, 106 miles distant ; it left a south-west suburb at approximately 3 p.m., and its crew had had a comfortable tea before the photograph was taken.)

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

BACK WINDOW WIPING

Chemical Solution for Clarity

[63020.]—I was interested to read of one reader's answer to the rear window misting problem [63001].

I have, however, found the following much simpler method to be completely effective. A mixture was made up of one part of pure glycerine to ten of methylated spirits. Such a solution is quite effective but is improved by the further addition of two parts of Teepol, a proprietary detergent, and filtering to remove the resulting precipitate.

Either solution should be applied with a napless rag to the cleaned and dried interior surfaces of all the windows. It dries to leave an invisible glycerine film which entirely prevents misting for several days.

It can also be applied to the outside of the rear window, where it prevents rain "blobbing" on the surface and thus improves rearward vision. J. MICHAEL BAKER.

Ilford, Essex.

OIL CHANGE

Salad Oil Saves the Day

[63021.]—Whilst on a recent trip from Lima to the southern frontier of Peru, we had the misfortune to crack the oil sump of our Chrysler car on a concealed stone lying in a deep sandy track in a lonely part of the coastal desert. The oil immediately spilled out and it looked as though we had been condemned to spend the night in those desolate wastes where motorists have sometimes been lost for days and risk death from thirst, owing to the fact that there are no defined roads at this particular spot but hundreds of criss-crossing tracks running in different directions over the plain.

It was then that ingenuity and improvization came to our rescue. One of our party managed to hammer back the torn metal into place, stuffing the crack tightly with rags, but we had only one spare quart can of oil left—quite insufficient for our high-powered car. Fortunately we had spent the previous night at Ilo, a centre of the Peruvian olive oil industry, and had purchased some bottles to take home with us. We emptied most of these into the engine and were then able to continue another twenty miles to an isolated garage where we obtained the correct type of lubricating oil and completed the four-thousand-feet climb up to the city of Arequipa without further mishap.

Lima, Peru. D. CARY-BARNARD.

ROAD SAFETY

A Policeman Makes a Few Points

[63022.]—With reference to your leading article, "Clear Thinking on Accidents" (November 24), the increase in accidents and road deaths is now of national interest, and we hear a lot about the condition of our roads, corners that need straightening, roads that need widening, and new roads needed.

Now that we know great expenditure cannot be made in this direction, would it not be as well to see what could be done to improve that which we already possess?

I do not think our roads are to blame for accidents as much as we are led to believe. Granted they are a little overcrowded,

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1949 **HUMBER** Hawk Saloon, radio, heater, 6,000 miles	£1,425
1948 **HUMBER** Hawk Saloon, 10,000 miles	£1,175
1949 **JAGUAR** 3½-litre Saloon, 10,000 miles	£1,395
1949 **M.G.** 1½-litre Saloon, radio, 5,000 miles	£1,175
1949/50 **M.G.** 1½-litre Saloon, heater, 12,000 miles	£1,125
1949/50 **MORRIS** Minor Tourer, 1,000 miles	£785
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1947/48 **MORRIS** 8 h.p. Saloon, 18,000 miles	£545
1949 **MORRIS** Oxford Saloon, 1,000 miles	£1,055
1949 **MORRIS** Oxford Saloon, 5,000 miles	£1,015
1949 **MORRIS** Six Saloon, radio, 4,000 miles	£1,195
1949 **MORRIS** Six Saloon, 10,000 miles	£1,135
1949 **RILEY** 2½-litre Saloon, 5,000 miles	£1,625
1949 **RILEY** 2½-litre Roadster, 13,000 miles	£1,525
1938 **ROLLS-ROYCE** 7-seater limousine by Thrupp & Maberly, 9,000 miles	£2,500
1947 **ROVER** 10 Saloon, 13,000 miles	£1,075
1948 **ROVER** "75" Saloon, 9,000 miles	£1,575
1948 **STANDARD** 12 Drophead Coupe, radio, 12,000 miles	£875
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CORRESPONDENCE . . . . . continued

but if we exercise patience, and start our journeys a few minutes earlier, there will not be the necessity for all this tearing hurry.

What about the Highway Code? This little booklet was sent to every home in the country, but how many people studied it? I'll venture to say that only about 25 per cent of the motorists reading this, read it. Why? Because it is not interesting enough, and lacks appeal. Now if it was full of illustrations pointing out the wrongs, I think far more notice would be taken of it. A few humorous sketches as on The Scribe's page would push its points right home. Do you remember the book, "You Have Been Warned"?

What illustrations there are are good, but I have never seen a driver of a horse and cart waggling his whip about to indicate his intention, to which the whole of page 18 is devoted. Paragraph 34 says, "Keep a sharp look-out for traffic light signals, traffic signs, and lines marked on the highway." This is the only reference I can find to the white line.

Under paragraph 42 it advises where not to leave a vehicle. But it does not say "Do NOT leave your vehicle where there is a continuous white line." Paragraphs 28, 29 and 30 tell us where not to overtake, but do not say, "Do not overtake when you can see a continuous white line."

Consider now the Ministry of Transport road signs. Road Junction, School, S-Bend and so on—a small vertical sign stuck on a pole. The speed of modern traffic demands larger and more visible signs, and I think they should be enlarged to about the size of the advance direction signs.

While on the subject of roadside advertisements I think the reflector stud type should be banned from the roads; most of them are situated on bends where they reflect the head lights and become a potential danger.

Just one more thing; the drivers with those horns that penetrate the ears would not jangle our nerves if they remembered that a good driver passes on his way unnoticed. And while on the subject of horns, please, motorists, just a little toot to let us know before you swish past the cyclist from the rear.

Guildford, Surrey. COUNTRY COPPER.

DIESEL LAGONDA

Information Required as to Whereabouts

[63023.]—Can any of your readers throw any light upon the fate, or possible present existence, of a 1932 Lagonda which, fifteen years ago, was fitted with a four-cylinder 4LK 3,800 c.c. Gardner diesel engine?

The car, registered number KY 3032, was tested by *The Autocar* in the summer of 1935, since when it must have passed through many hands. One hopes that such a fine old car has escaped the breaker's yard. BERNARD C. WOOD.

Bury St. Edmunds, Suffolk.

[Letters will be forwarded.—ED.]

TWO-YEAR COVENANT

Whence Comes B.M.T.A. Authority?

[63024.]—By what authority can the British Motor Trade Association decide as to how long a man must keep his own car?

Also, I fail to see why a doctor has the right to a new car every two years whilst other business people must carry on with a piece of scrap iron. FIVE-YEAR ORDER.

Handforth, Cheshire.

[The B.M.T.A. is responsible only for the administration of the Covenant and it has always considered that a two-year Covenant would serve no really useful purpose. A doctor may not get a second post-war car unless there are exceptional reasons.—ED.]

Anomalies in the New Car Distribution Scheme

[63025.]—I hope you will resist the new rules of distribution with all your influence. In my opinion the rule designed to stop the purchase of a new car by anyone who has already had a post-war new car is quite indefensible and pernicious. I confess I am shocked that bodies claiming to represent the motor trade and manufacturers should lend themselves to it.

My own case is an example; no doubt there are thousands more forcible. Soon after leaving the Services in 1945 I ordered a small two-seater. It was delivered to me after a three-year wait. Now it is too small for my increased family. If I had bought the two-seater in the black market or otherwise at an inflated price I should apparently still be qualified for the new car which I have on order. Because I did not do so, but waited my turn for three years, I am now suddenly disqualified.

Such examples cannot fail to do harm to the motor trade; you cannot remedy isolated abuses by creating widespread injustice. I have found that many dealers are perplexed by the proposal, and well they may be. Some of them have already had cause to regret the situation into which their Association has forced them, as disclosed by the High Court case of Hartwells of Oxford, Ltd. v. B.M.T.A. For the dealers' sakes it is to be hoped that the present misconceived rules will not be fruitful of more litigation.

In my opinion even the Government have done no worse than this in their pursuit of "fair shares for all" or, as it is now called, "equitable distribution." F. A. LUKE.

Bristol.

LITTLE LAMPS

Are They Enough for Very Severe Conditions?

[63026.]—Car owners who adhere to the principle of the "little lamp" under the bonnet may well have had misgivings after reading The Scribe's first paragraph of December 1.

Being very anti-anti-freeze I give two reasons why a heater is almost certainly adequate even in the most severe conditions likely to be met in this country.

The rate of cooling is proportional to the temperature difference between a body and its surroundings (Newton's law of cooling): The latent heat of ice is 80 calories per gramme: The lamp can be, and indeed has been, designed to supply heat enough to maintain the temperature of the water well above 0 deg C. It also keeps the temperature of the engine at a better level for the cold morning start. BERNARD OLIVER.

London, S.W.19.

[The Scribe comments: "I do not disagree with Mr. Oliver, but, as this matter is so important, I repeat that my 'little lamp' story was true."—ED.]

TURBOCAR FORMULAE

Fuel Consumption Rating for Racing Turbocars?

[63027.]—May I say how sorry I am to learn that it is proposed to rate gas turbines for motor racing by limiting their air consumption?

At a time when the need for foresight and efficiency in all activities is so necessary, it cannot be the moment to encourage the construction of freak gas turbines for racing purposes. For that is what, in my view, the new method of rating will surely tend to do as experience is gained, just as the equally simple cubic capacity classification has largely done for Grand Prix piston engines up to date.

Thus the use of fuel, which should be carefully economized, would continue to be unaccounted for and air, which is free, would be precisely controlled by the fixed diameter of the compressor intake of the gas turbine.

Further, this method of rating would be placing the racing turbocar in a class by itself, for no provisions appear to have been made to enable the newcomer to compete with other types of racing vehicles on equal terms.

May I therefore suggest that the advent of the gas turbine in motor racing is a wonderful opportunity to reconsider the rating of all automobile engines on a common scientific basis? This can be done by limiting the maximum rate of fuel consumption for a given power in such a way as to ensure that at no time the rated amount could be exceeded for combustion. Attempts have been made in the past to limit fuel consumption but they were crude and deservedly failed. This is not, however, evidence that such a most desirable end cannot be obtained with the knowledge and resources available today.

When a Grand Prix race is won on a minimum amount of fuel I am convinced that the sport will have added to its fame a new and unrivalled research value and an economic significance which will be welcomed by the public and the industry alike. GEORGES ROESCH, M.I.Mech.E., M.S.A.E., M.S.I.A.

London. N.W.11.

GRAND PRIX RACING

Vexed Question of the Next Formula

[63028.]—The numerous suggestions put forward as a basis for the next Grand Prix formula indicate that the real object of G.P. racing is being overlooked even by those intimately associated with the sport, and I believe I am correct in saying that the majority of the critics of the present Formula 1 advocate (a) banning the blower, and (b) restrictions on types of fuel; in fact, J. A. Cooper favours an unsupercharged formula with an engine capacity of 4½ litres. I could not agree more with his summing up of the various proposals, but surely, if restriction on the type of fuel hinders engine developments and imposes unwanted limitations on engine designers, this applies equally

CORRESPONDENCE . . . . . continued

to the blower if it were to be banned or its use limited in any degree.

The present formulæ are, as far as is humanly possible, basically satisfactory. Full scope for racing design and research is permitted in Formula 1, and both the 4½- and 2-litre unblown cars are given every chance to develop unhindered. Furthermore, let us remember that Grand Prix racing, in addition to being a sport and a spectacle, is a research laboratory, and should we impose upon ourselves some of the limitations suggested by the R.A.C., which are contrary to the whole theory of racing design, the scope of design would be handicapped, nor would we get the full benefit of research. The far-reaching effects of such restrictive regulations are well illustrated in motor cycle racing, and have resulted in the loss to this country of almost every world's record of any value, while whatever victories we have achieved on the Continent are owed to the superb virtuosity of our riders rather than to any real progress in design during the last twenty years.

Obviously, the gentlemen of the R.A.C. have in mind the cost in £ s d when putting up their suggestions, but on whatever scale one lays one's plans for G.P. racing, the expense will be astronomical; certainly, none of the popular limitations as yet proposed will effect more than a fractional improvement. I am reminded of the story, applicable here, of the man who enquired about the cost of running a yacht, and who got the answer that if it was necessary for him to ask the cost, he should not run a yacht at all. JOSEPH BAYLEY.

East Malling, Kent.

MOUNTAIN TRACKS

A Difficult Eunant Crossing

[63029.]—I was most interested to see the Editor's footnote to letter [62940] and the resultant correspondence. Last August, stimulated by Michael Brown's article some months previously, I and a friend decided to attempt Bwlch-y-Groes though I had no previous experience of steep mountain tracks. We made the attempt in a 1938 Austin Big Seven, from Dinas Mawddwy, and reached the summit successfully though boiling merrily.

We then went down to Lake Bala and decided to attempt the Hirnant pass. The track is very deeply rutted and rough, and I found the best method of climbing it, as the drop was on the driver's side, was to have the right-side wheels on the outside grass verge and the left-side wheels on the hump in the middle. Though it was somewhat perilous we climbed successfully; the last section near the top is very rough with no grass verge. The track down is much easier to negotiate although there are several gates to open.

From Vyrnwy we decided to have a crack at the Eunant pass, as it was the shortest way back to Dinas Mawddwy. All went well until we reached the farm where stones give way to grass and where there is a short but steep incline. Unfortunately there had been a light shower shortly before, producing a good slippery surface, and I found it quite impossible to get up the incline. I tried reversing in a small enclosure just off the track, but got into a worse position than before.

Fortunately, at that moment, two motor cyclists came along and also got stuck on the track. We were able to give each other a helping hand, and we arrived at Bwlch-y-Groes without further incident in a heavy shower of rain.

Yes, the track is passable but one or two strong men as passengers are essential. It was all very good fun, but I doubt if I would have attempted it if I had known the condition of the track beforehand. E. J. R. BIRD.

Waltham Cross, Hertfordshire.

Detailed Information as Requested

[63030.]—As a regular reader of *The Autocar*, and one who has naturally been extremely interested in the correspondence regarding our local mountain tracks, I would appreciate the opportunity of replying to [62981] and [62983].

Mr. V. H. Tuson asks for information regarding the three tracks over the Berwyns converging near Llandrillo or Cynwyd. My brother and I have covered every road and track over, or near, the Berwyns on foot, cycle, motor cycle and car, and we agree in stating emphatically that all three routes are impassable by car. None of them compares remotely with the Vyrnwy-Hirnant Pass route, Bwlch-y-Groes, or even Eunant. It is, of course, perfectly feasible to take a car a mile past Swch-cae-Rhiw from Llanarmon, or within two miles or so of the track summit from 1½ miles north-east of Llandrillo on B4401. The intervening stretch of nearly four miles is simply a very narrow footpath between rocks and heather and is mostly grass and mud. We have seen several motor cyclists accomplish it, incidentally, but certainly not without difficulty. Mr. E. C. W. Huson [62983] obviously shares this view.

The Tregeiriog-Cynwyd track can be followed by motor cycle only as far as the summit from the north, and almost as far from the south. Here again the intervening ground is impassable for cars, and we have failed to complete the route even on a motor cycle. The Forestry Commission have, incidentally, greatly improved the northern approach from Cynwyd recently, and a car can now be taken a great deal of the way up the Trystion valley with its woods, falls and small lake.

The last route—Llanrhaiadr to Llandrillo—is one that we would not attempt except on foot. The track leaving B4401 near Llandrillo leads into grassland very soon, and while nowhere steep on the north side of Fronwen, is frequently invisible in the marshland and grass. To the south, it is very much steeper and more clearly defined, and a great deal of it is passable for motor cycles or even cars as far as Blaen-y-Cwm, situated in the wide, lonely valley that has Craig Berwyn frowning at its head. Motor cyclists *could* venture even farther.

Finally, while agreeing with Mr. Huson that the Glyndyfrdwy to Glynceiriog road is a great mile-saver when approaching the latter from the west, I cannot accept his statement that the only track that has defeated him in this area is the Llanarmon one to Bala. The only route arrives at Llandrillo on B4401, long before Bala is reached, and in light of our remarks above I should very much like to hear him substantiate his statement as, in our view, each of the three tracks above is totally impracticable for a car.

If any of your readers want any advice at any time regarding touring in this area of such great attractions, we should be only too happy to oblige. J. C. WILLIAMS.

Corwen, Merionethshire, North Wales.

ADHESIVES

Synthetic Resins That Are Impervious

[63031.]—In his letter listing desirable features in export models for tropical regions [63006], your correspondent, Mr. Anthony Fenn, makes the following point: "Another thing our manufacturers should guard against is the use of adhesives. There is nothing like humid heat to destroy the original and desired effects."

This warning is undoubtedly needed but it should be made clear at the same time that there *are* adhesives that are immune to moisture, even to the effects of years of immersion in water. They are not affected by the humid heat of the tropics nor are they attacked by moulds, fungi or bacteria. These plastic, or synthetic resin, adhesives were first made in the nineteen-thirties and they have enormously widened the range of uses to which plywood can be put. Today they are used for boats, aircraft, sports goods, building—for all purposes, in fact, when the final product must withstand severe conditions of exposure. Redux metal-to-metal adhesive is an integral part of the de Havilland Comet jet airliner, where it makes a vital contribution to weight saving by replacing rivets without any sacrifice to the strength of the structure. Aerolite is employed for gluing the wood fuselage assembly of the D.H. Vampire jet fighter and it is interesting to learn that aircraft, recently dismantled for inspection after being deliberately exposed to unusually severe conditions in the Far East, showed no signs of deterioration in their glued assemblies. Aerolite is, in fact, specified exclusively by the R.A.F. for repairs to wooden aircraft structures and this particular adhesive is now proving increasingly popular with motor body builders. It sets without heat and is at least as simple and economical to apply as conventional "natural" glues. Another promising development in the field of synthetic resin adhesives is the bonding of clutch and brake linings. *The Autocar* of August 19, 1949, contained an article describing this, among other applications of modern industrial adhesives.

Cambridge. K. S. MEAKIN,
Aero Research, Ltd.

RED LABEL

Contact Desired with Previous Owner

[63032.]—I shall be obliged if you can endeavour to place me in touch with previous owners or drivers of a vintage Bentley I recently acquired.

The car is a 9ft 9½in Red Label chassis fitted with a 4½-litre engine, number TX 3233. The registration number is SF 2349.

Ormskirk, Lancashire. F. H. LANDERS.

[Letters will be forwarded.—ED.]

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What is the "Roll Centre"?

Among the technical expressions in motoring is the roll centre. The meaning of this seems obvious but is it not the same thing as centre of gravity in effect?
Luton, Bedfordshire. *A. F. A.*

NO; roll centre is the point—or imaginary line from the front to the rear of the car—about which the car will roll under the effects of centrifugal force while cornering. The position of the roll centre is governed largely by the design of the suspension. The amount by which the car tends to roll is governed by the distance of the centre of gravity above the roll centre. The higher the C.G. the more the car will roll.

In a freak case, if the C.G. were below the roll centre the car, instead of leaning out to the right on a left-hand corner, would lean into the left! The ideal relationship between the C.G. and the roll centre occurs when they are not at the same level; if they were coincident there would be no tendency to roll at all and the driver would have no way of judging when the car was nearing the point at which it would begin to slide sideways.

Twin Carburettors

Perhaps you can assist me in respect of my Frazer-Nash-B.M.W., Type 34, 1937 model, which has twin Solex carburettors. Adjustment of the mixture is becoming very difficult owing, I believe, to the wear in the carburettors. Will you please inform me on the adjusting of these. Also is it possible to obtain a replacement of the entire assembly?
Swansea. *A. J. M.*

IT is not satisfactory to try to obtain accurate synchronisation of the carburettors on your B.M.W. if they are badly worn. With correct jet settings it should be fairly simple to synchronise the butterflies accurately and match the slow-running adjustments by ear. You should be able to obtain suitable replacement carburettors on an exchange basis.

Alternatively, S.U. carburettors have been found to give good results on these engines.

Front Wheel Drive

As far as I am aware the B.S.A. Scout is the only British car fitted with front-wheel-drive. The Citroen has a world-wide reputation for high performance, reliability and cornering characteristics. One of the latest cars in the f.w.d. category is the Dyna Panhard, which, apart from its incredible all-round performance, has the ability to corner at high speed in perfect safety.

Can you, therefore, tell me the reason for the apparent unpopularity of front-wheel-drive with British manufacturers?
Bristol, 8. *P. R. N.*

FRONT wheel drive does have advantages, particularly on light cars, but its disadvantages also have to be contended with and these may outweigh its advantages on heavier cars.

Some of the disadvantages are: lack of grip under acceleration and hill climbing; the universal joints necessary for front wheel drive have to work through much sharper angles than those in a propeller-shaft, with the result that extra wear takes place. Unless the car is very light it is also difficult to design steering which will be really accurate and, at the same time, sufficiently light. A front wheel drive car which is not perfect can exhibit some unpleasant characteristics on the road.

Axle Ratio and m.p.h.

I should be grateful if you could let me know the formula necessary for speedometer correction when the rear axle ratio and tyre size have been altered.

For example, my car originally had a 4.11 to 1 ratio and 6.25 × 16in tyres, but I have now fitted a 3.5 to 1 crown wheel and pinion, and 7.00 × 16in tyres. Assuming the speedometer to have been originally correct, what would the present speed, be when registering 100 m.p.h.
Aston Tirrold, Berkshire. *A. A. G. I.*

THERE is no formula to meet the case you quote on changes in axle ratio and tyre size. It is first necessary to know the rolling radius of the tyres you are using, which varies from one make to another and from one tread pattern to another. This rolling radius changes with speed. However, taking the figures for Dunlop standard tyres inflated to the pressure for the load, the 6.25 × 16in do 741 revs per mile at 30 m.p.h., whereas the 7.00 × 16in do 705 revs per mile at the same speed. If your speedometer was originally correct at 30 m.p.h., the figure would now be:—

$$30 \times \frac{4.11}{3.5} \times \frac{741}{705} = 37 \text{ m.p.h. at indicated 30 m.p.h.}$$

The case of 100 m.p.h. is more difficult, as at speeds above about 75 m.p.h. tyres commence to grow owing to the action of centrifugal force and the actual speed achieved becomes progressively greater than that calculated from the static rolling radius. To take one example—the XK120 Jaguar, with Dunlop 6.00 × 16in tyres inflated to 35lb per sq in and a 3.64 axle ratio, has theoretical engine revolutions of 4.520 at 100 m.p.h. in top gear; but taking into account the effect of centrifugal force, the engine revolutions required to reach 100 m.p.h. are only 4,332. This calculation neglects the effects of wheelspin, which will vary with the surface.

A precise answer for your particular case can therefore be obtained only by consulting the manufacturer of your particular tyres and quoting load and inflation pressure.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15629.—1938 Standard Fourteen
"S. W. C."—Maintenance information and a service manual.

No. 15630.—1934 Talbot "75"
"C. A. S."—Helpful hints and tips, wiring diagram and a handbook.

No. 15631.—8 h.p. Vale
"T. D."—All possible information and a handbook. Also where possible to obtain spares.

No. 15632.—1934 PA-type M.G. Midget
"J. C. D."—Maintenance information and a handbook.

No. 15633.—1931 Riley Nine Monaco
"A. M. R."—General information and a handbook.

No. 15634.—1938 Rover Twelve
"D. R. B."—General information and a handbook.

No. 15635.—1933 Singer Nine Le Mans
"F. A."—All possible information and a handbook.

No. 15636.—1937 Rover Ten
"R. K. S."—General information and a handbook.

No. 15637.—1930 Singer Junior
"E. B."—Maintenance instructions and a handbook.

No. 15638.—1938 D.K.W.
"B. W. A."—All possible information, hints and tips and a handbook.

No. 15639.—1939 Lanchester Eleven
"G. E. B."—General information and a handbook.

No. 15640.—1931 8 h.p. Singer
"H. J. E."—General information and a handbook.

No. 15641.—1935 Riley Nine
"G. A. H."—Hints on maintenance, running and tuning; also a handbook.

No. 15642.—Handbooks Required
"J. T. J."—J2-type M.G. Midget.
"N."—1936 16 h.p. A.C.
"R. I. H."—1938 Morris Twelve.
"T. A. F."—1932 Singer Junior.
"J. H. E."——Morris Twelve Series III service manual, not handbook.
"R. L. S."—1934-36 Book of the Riley Nine.
"J. McL."—1929 Singer Junior.
"A. W. G."—1937 10.8 h.p. Triumph Gloria.
"D. C."—1935 Sunbeam Dawn.
"A. H. T."—1935 Morris Isis.
"L. L."—1935 Humber Twelve.
"L. G. M."—1938 1½-litre VA-type M.G.
"J. C. A."—1932-33 12 h.p. Rover Pilot.
"C. E. W."—1940 14-60 h.p. Triumph Dolomite.
"D. H. J."—1937 Hillman Minx.
"R. D. R."—1929 20.9 h.p. Sunbeam.
"B. J. W."—1932 N-type M.G. Magna.
"G. W."—1934 29.4 h.p. Delage.
"D. R. M."—1937 20 h.p. V Eight Standard.
"P. K."—1934 12.9 h.p. Triumph.
"C. E. T. 1939 Jowett Eight.
"M. G."—P-type M.G. Midget.
"S. E. S."—1928 14-40 h.p. M.G.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E

SO the Trials Championship for another year has come and gone; this year the course was a very much better one than hitherto, and without the attentions of Jack Frost and his associates would have been just about right from the point of view of severity. The entry for this event is, of course, by invitation based on the competitor's record in previous trials, and it did strike me that a good many trials are, in fact, won on the performances put up in the special tests, as some of the invited cars were not really good trials cars from the hill-climbing point of view, though they would have been excellent in tests.

Ken Wharton's victory was very well earned; once more he has demonstrated his ability in the art of trials driving, and in a new car on its first time out. A good car, too, sensibly thought out and properly built; it consists of an Austin Seven chassis frame and rear axle, with an Austin A.40 engine and Ford Ten gear box mounted well (but not too far) back. Transverse leaf front suspension by Ford, Elektron wheels by Cooper, and rack and pinion steering from the modern Morris Minor; the whole is very light and excellently balanced. But however good Ken the constructor may be, the credit for the win must still go to Ken the driver, who I think may fairly be called the outstanding trials driver of the last few years and deserves his successes.

Right: another scene from the R.A.C. Trials Championship; in spite of the vigorous efforts of its passenger, the supercharged Ford of V. S. A. Biggs slewed to a standstill on Draper's One.

IN South Africa efforts are now being made to revive the South African Grand Prix, and a committee has been formed to investigate the prospect. It will be remembered that this event was held for several years before the last war and attracted competitors from Germany and Italy as well as quite a strong contingent from this country.

It appears likely that the race will be held as a South African national event to start with, both to qualify for inclusion in the international calendar, and because it is hoped that it will be held during July or August, when the majority of European competitors are busily engaged elsewhere. Later, it is hoped that the race might revert to its old date of December or January, the closed season in Europe, when a real international contest would again be possible.

AN ambitious race called the Sam Collier Memorial Grand Prix of Endurance is to be staged at Sebring, in the centre of Florida, U.S.A., on New Year's Eve, December 31. Of six hours' duration, run on lines approximating to those applying to the famous Le Mans event, this race has attracted an entry of 33 cars, including three Ferraris (one of them expected to be driven by Chinetti, three Aston Martins, two Jaguar XK120s, two Healeys, 12 M.G.s, four Allards and at least one blown Simca; the lap distance is 3.5 miles, and the latter part of the race will be run in the dark. Truly, Uncle Sam is becoming "road race minded."

NEWS comes from Argentina of a recent race meeting at Parana, just across the river from Rosario, where races have been run in previous winters. The racing car event, entitled the Circuito del Parque Urquiza, was run over thirty laps of the 1.7-mile course, and was won by Fangio, driving a supercharged 2-litre Ferrari, with Gonzales second in a similar car. Third and fourth came Pian and a newcomer, Marimon, in 4CLT Maseratis. A cloudburst during the race kept the winner's average speed down to 46.5 m.p.h., which would seem to presuppose a fairly twisty circuit. A sports car race was also held, this time over fifteen laps, and resulted in an outright win for A. J. Schwelm, in a 2.3-litre Monza Alfa-Romeo, by a very narrow margin from Mieres in a "two-three" Bugatti, with a Silverstone Healey, driven by Soulas, in third place. On handicap, however, the Bugatti won, with the Healey second and the Alfa third. The names of most of these drivers will be recognized as members of the Argentinian team which toured Europe earlier this year. No definite information is yet available as to the marque for which Fangio will drive next year, although rumour says that he is once more likely to throw in his lot with Alfa Romeo.

THE president of A.G.A.C.I., Monsieur Maurice Mestivier (A.G.A.C.I. is the French equivalent of the B.R.D.C.) has put forward a proposal that a suitable memorial should be erected to Raymond Sommer, who was unfortunately killed while competing in the Haute Garonne race last September. His tentative suggestion is that this could be financed by a fund raised by levying five francs from all tickets sold at race meetings in France, and I am sure that contributions will also be made by responsible bodies in other countries, including our own.

It remains to be seen as to what form the memorial should take; whatever it may be, care must be taken to ensure that it cannot eventually fall into disrepair, a fate which has from time to time overtaken too many monuments to the memory of brave drivers who have lost their lives in the past.

THE Hants and Berks M.C. held their annual dinner last Friday at the Wheatsheaf at Virginia Water, and followed it by a motoring Brains Trust. Co-opted and announced as "brains" were John Bolster, "Bunny" Tubbs, Kay Petre, Laurence Pomeroy, Gordon Wilkins and J. A. C., this last disappointing members who had arrived in the hope of hearing John Cooper talk about "five-hundreds." Among the vexed questions on which our opinions were solicited were "which motoring law would you repeal?"

COMING SHORTLY

DECEMBER 23.—Bentley D.C. Gathering of members and friends, Talbot Hotel, Portsmouth Road, Ripley, Surrey, 4 p.m.

26.—M.G. Car Club (S.W. Centre). Cecil Kimber Trophy Trial, starting Mile 3 Roadhouse, Bishopsworth, Bristol, 12 noon.

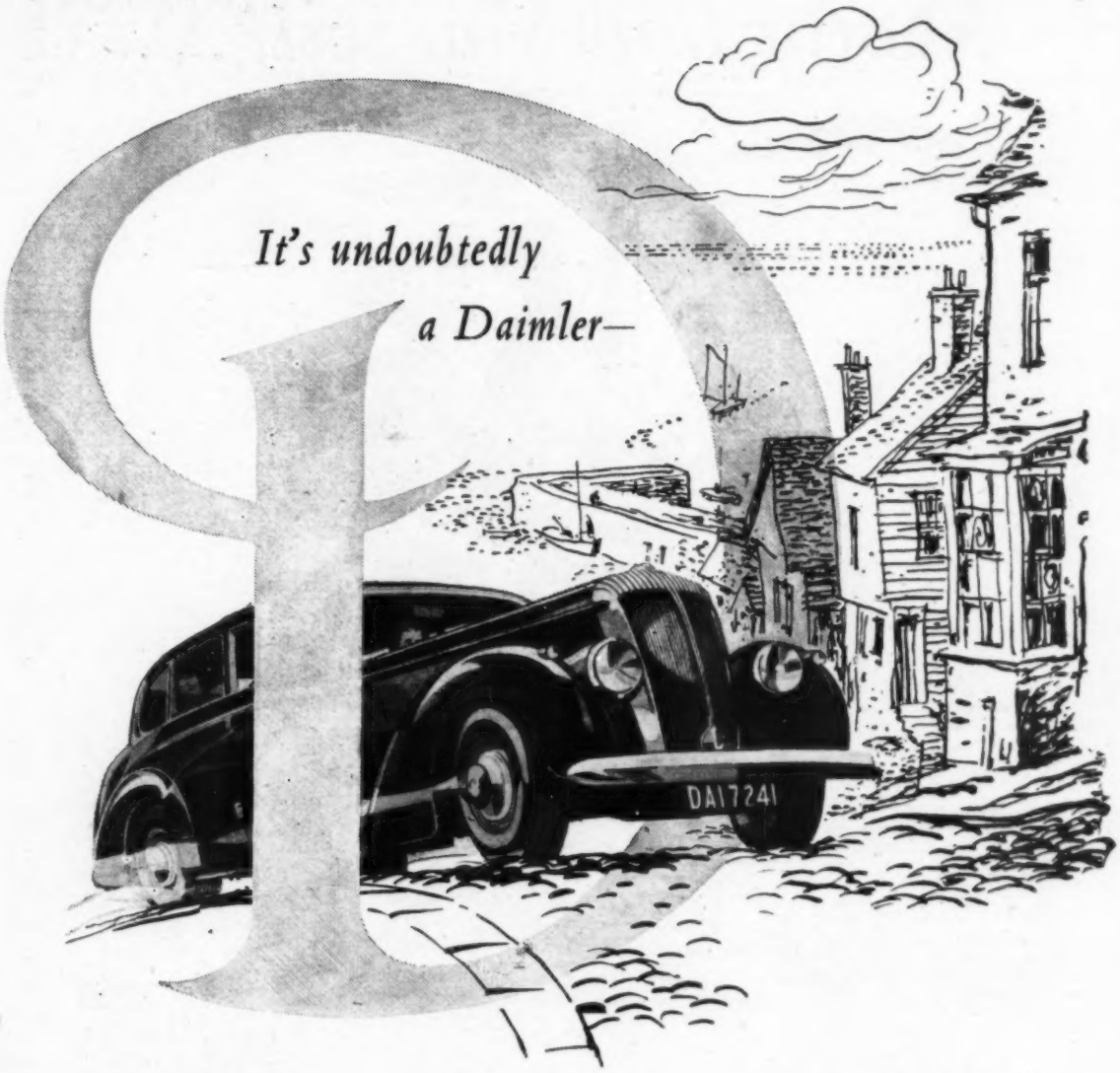
26.—Southsea M.C. Boxing Day Trial, Hampshire and Surrey.

26.—Seven-Fifty M.C. Boxing day rally, George Hotel, Dorchester-on-Thames, 12.30 p.m.

29-30.—**M.C.C. Exeter Trial, starting from London, Stratford-on-Avon and Plymouth, finishing Grand Hotel, Bournemouth, during afternoon of December 30.**

31.—Peterborough M.C. Christmas Trial, Peterborough.

31.—Malden and D. M.C. Reliability trial, starting Acorn Service Station, Kingston By-pass, 2 p.m.



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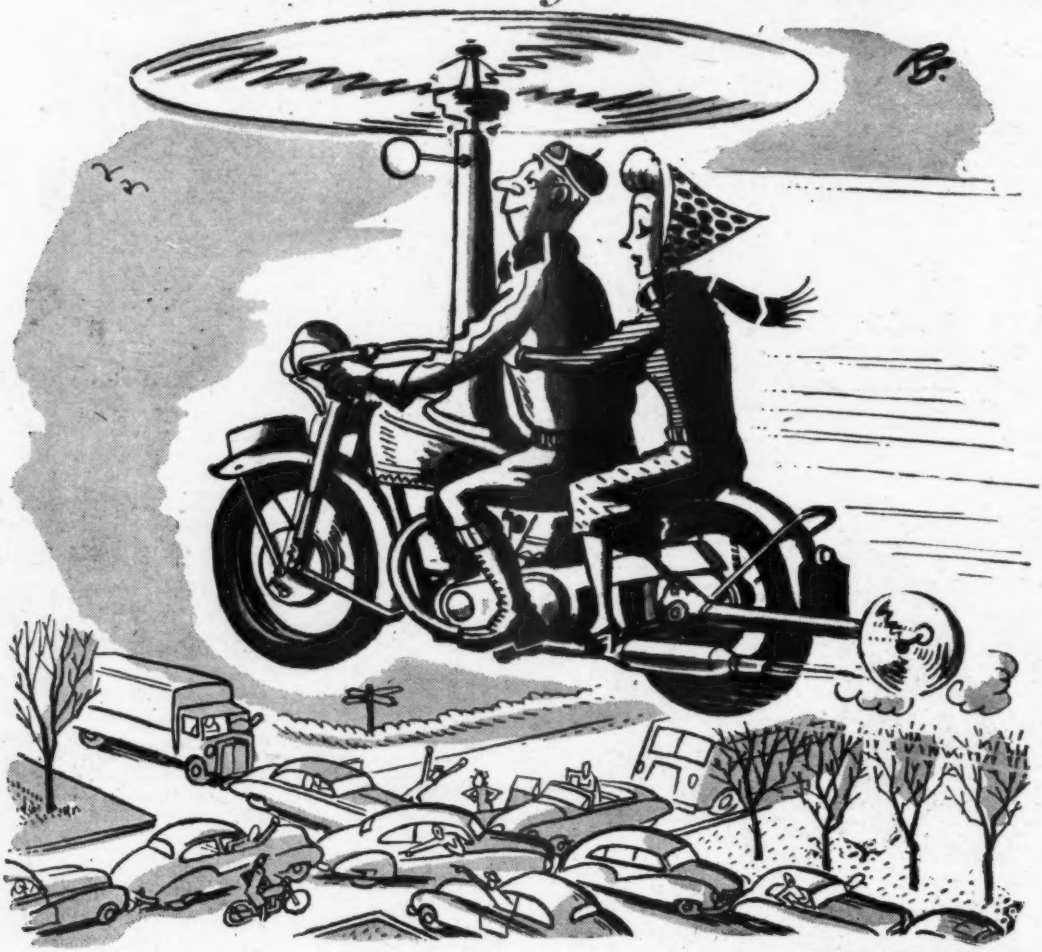

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NATIONAL BENZOLE MIXTURE

15C

THE SPORT . . . . continued

and "which would be worse—petrol at £1 per gallon, or at sixpence per gallon?" This latter question drew the reply from Pomeroy that if it were £1 a gallon, nobody else would be able to afford to drive, while he would run about using alcohol and benzole supplied to him for test purposes—selfish folk, these journalists. Barclay Inglis, as ever, made an admirably impartial question-master. The club's president, Neil Gardiner, took the chair at the dinner, while among the speakers was Sir Algernon Guinness, Lady Guinness afterwards presenting the awards.

UNDER the chairmanship of their genial president, Sydney Allard, the North-West London M.C. last week forgathered at the Abbey Hotel on the North Circular road for their annual dinner and dance. And a very cheerful occasion it was, too, even for John Bolster and one other speaker (yours truly), who did not realize until they sat down to eat that it would be their privilege to address the gathering afterwards. This naturally resulted in short speeches, which are always a good thing; Bolster's was, of course, a good thing in other ways as well, as before proposing the toast of the club he informed its members that he hated trials anyway, which are their main form of activity, and that among the other subjects he did not propose to talk about were sex and the B.R.M. After Sydney Allard had replied and the visitors had been suitably toasted, Mrs. Allard presented the awards to those few winners who were present to claim them, and dancing then became the main preoccupation of the assembly.

THE MAN AT THE WHEEL

W. J. Whitehouse

ANOTHER name which has recently become very familiar to the enthusiast for 500 c.c. racing is that of "Big Bill" Whitehouse, or as the French announcers call him, "Veetoose." Although he has taken up racing seriously only in the last two seasons, Bill has already endeared himself to competitors and crowd alike by his unfailing good humour and his determination always to "have a go," no matter what the eventual result.

The picture above shows a characteristic Whitehouse pose at Brands Hatch, where he has scored many successes at the wheel of his Cooper, another one to be powered with a Lancefield-tuned twin-o.h.c. Norton engine. Forty-one years old, losing—shall we say—some of his hair, tall and heavily built, Bill is the proprietor of a successful garage business at Bexley Heath, Kent.

Among his faithful supporters at race meetings are invariably his wife and his daughter Pam; the latter now rivals her father's popularity, never lacking for escorts among the drivers, mechanics and other followers of the 500 c.c. brigade.

IN spite of the very severe weather with a considerable amount of snow, over 200 members and guests of the Riley Motor Club's North-Eastern Centre checked in at the Majestic Hotel, Harrogate, for the annual dinner and dance on Friday last. The guests were received by Mr. and Mrs. T. B. Hague and, in the unavoidable absence of Victor Riley, who was indisposed, by Mr. and Mrs. T. Sangster. The toast list was restricted in the interests of the dance which followed, and T. B. Hague, North-Eastern Centre chairman, set a commendable standard in proposing the guests, to which the Mayor of Harrogate responded. The club was proposed by A. G. Douglas Clease, who emphasized the fact that this was its Silver Jubilee year. Mr. T. Sangster responded, and, in spite of the prospect of a wintry drive home for many, the festivities continued until the early hours.

THE M.C.C. have now finally confirmed and corrected the results of the Torquay Rally, with the consequence that two competitors not previously mentioned now come up within the first twenty in general classification. In addition, the winner of the category for open-bodied special cars of any capacity is now declared to be the Mercury Special, driven by J. P. Chapman and N. S. Oxley, who started from Norwich, with 12.330 marks lost.

For the record, here are the corrected results for the first twenty positions:

1, M.G. 1,250 (G. R. Holt, S. Asbury), 4.008 marks lost; 2, Jaguar 3,442 (E. I. Appleyard, Mrs. E. I. Appleyard), 4.015; 3, M.G. 1,250 (J. L. Shaw, F. D. Lawton), 4.229; 4, Lea-Francis 1,767 (B. B. Davies, J. C. Dixon), 4.442; 5, Hillman 1,265 (R. Walshaw, R. Lumb), 4.542; 6, H.R.G. 1,098 (J. H. King, M. D. King), 4.677; 7, M.G. 1,250 (A. G. Imhof, R. Baxter), 4.809; 8, Vauxhall 2,275 (P. G. Weeks, M. R. Wiltshire), 4.861; 9, Vanguard 2,088 (C. Edge, Mrs. P. Edge), 4.903;10, Morris 918 (H. J. Coombs, D. H. Laver) 5.078; 11, Vanguard 2,088 (G. N. Milton, D. S. Done), 5.090; 12, Riley 1,496 (D. H. Phillips, D. Blyth), 5.113; 13, Singer 1,506 (G. A. Duff, A. E. Adams), 5.115; 14, Sunbeam-Talbot 1,944 (J. P. S. Slatter, M. P. Weinbren), 5.189; 15, Javelin 1,486 (E. F. Farrington, D. S. Grant), 5,230; 16, Mercedes-Benz 1,697 (A. S. Worthington, J. R. Blackwell), 5.301; 17, Morris 918 (C. S. Ware, H. Young), 5.424; 18, Hillman 1,265 (D. C. Absalom, R. Moon), 5.437; 19, Allard 1,600 (M. F. P. Marshall, J. N. Agate), 5.639; 20, Hillman 1,185 (P. Fotheringham-Parker, Mrs. R. Fotheringham-Parker), 5.673.

THE Automobile Club of Luxembourg have announced that their Grand Prix race for 1951, which is scheduled to be held on May 3, will be a Formula 3 event for 500 c.c. cars. It will be run in two heats of 28 miles each with a 58-mile final, and a truly international entry is hoped for, including approximately fifteen drivers from this country. This would seem to be the first national Grand Prix to be run exclusively for the 500 c.c. brigade; the circuit, which is a twisty one, should prove eminently suitable for this project.

J. A. C.

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THE SPORT: continued

CLUB NEWS

West Hants and Dorset C.C.—Bad weather made the annual Christmas Cup Trial, on December 10, rather more difficult than was intended, for it was held on the edge of the New Forest over grass and gravel hills which became very slippery when wet. Forty-three cars started from the St. Leonard's Hotel, near Ringwood, for the morning section, which comprised a series of map references between which a set average speed had to be maintained, and no fewer than thirty-nine drivers lost their clean sheets. After lunch, three hills were tackled at Matchams Park, near Ringwood; the only competitor to climb all three was J. J. Macklin (Allard), while J. B. Jesty (Allard) and G. Dear (Jaguar) were successful on two. The next hill, Furze Hollow, stopped the entire entry except G. Dear, whence the route lay over open moorland to Godshill, taking in another observed hill, a downhill acceleration and brake test and an uphill acceleration test on the way. Macklin, J. A. Shutler (Invicta) and George Hartwell (Sunbeam-Talbot) were outstanding in these.

When the results were worked out, it was found that over half the entry had missed out one or other of the observed sections through faulty navigation, and therefore had to be listed as non-finishers. **Result: Christmas Cup (best performance):** Allard 3,622 (J. B. Jesty), 30 marks lost. **Club Cup (best performance in opposite class):** Invicta 4,463 (J. A. Shutler), 48. **First-class awards:** Ford 3,622 (L. J. O. Bartlett), 48; Frazer-Nash B.M.W. (W. A. Walters), 58; Bayliss-Thomas 1,496 (Mrs. J. B. Jesty), 70; Riley 1,087 (A. H. Saunders), 62; E.R.G. 3,622 (P. A. Collingwood), 70; Hillman 1,265 (H. R. Jesty), 60; Sunbeam-Talbot 1,185 (R. M. Lee), 54; Austin 2,199 (S. Curry).

At the annual general meeting, held at the Grand Hotel, Bournemouth, on December 4, it was announced that the present membership stands at 430, and the treasurer, E. P. Huxham, was able to tell members that last year's difficult financial position had been greatly changed and that the club now had a satisfactory balance in hand.

Cornwall Vintage C.C.—The annual dinner was held at the Goonvrea Hotel, Perran-ar-Worthal, on Saturday, December 9, when 56 members and friends sat down to an excellent dinner—by candlelight; unpremeditated, and caused by a local power failure. The club's president, Prince Chula, accompanied by Princess Chula, presented the season's awards, and dancing completed the evening's festivities.

Malden and District M.C.—Starting from the Acorn Service Station, Kingston By-pass, at 2 p.m., a reliability trial will be run on December 31, finishing with tea at the Sir Douglas Haig, Effingham.

All members are requested to attend the annual general meeting, to be held at the club headquarters, Dickerage Lane, Kingston, on January 4, 1951.

A.C. Owners' Club.—A two-hour show of some of the well-known Shell-Mex films has been arranged for Wednesday, January 31, at the Red Cow, Hammersmith Road, London, W.6, starting at 7.30 p.m. Members are invited to bring friends, and refreshments (liquid and otherwise) will be available; those wishing to attend should contact Theo Sanders, The Little Cottage, Chertsey Road, Shepperton, Middlesex.

Summer—a distant, almost optimistic, thought, but it is heartening, and warming, to see that plans are already being made for it, in the shape of a fourteen-day Continental tour from August 12-25. The proposed itinerary will take in Dover, of course, and the inevitable Calais, and then such places as Soissons, Lake Lucerne, the St. Gothard Pass, Lake Maggiore, Lausanne, Fontainebleau, Paris, Beauvais (and its incredibly beautiful Gothic cathedral) and Abbeville. Cost per person for the tour will be £53 to £60, and it is stressed that there will be "positively no regimentation."

Vintage S.C.C.—The club wishes it to be known that the entry list for the Measham Winter Rally (January 6-7) has now been finally closed. There has been a surfeit of entries for this event, and the maximum number of fifty was reached some few days ago, with a substantial list of reserves.

M.G. Car Club (Irish Centre).—A new winner appeared on the scene when J. A. Bell (Ford Eight Spl) won the club's December Trial on December 9. First-class awards went to: M.M. 3,917 (K. P. Murray); M.G. TD (A. L. Young); M.G. TD (D. O'Clery); M.G. TD (C. Vard).

North Midland M.C.—Heavy rain and blustery wind did not impair the spirits of the competitors in the recent Autumn Sporting Trial, which started from the Peacock Hotel, Owler Bar. R. W. Phillips (Fairley Spl), T. C. Harrison (Harford Spl) and A. M. Beardshaw (Wharton Spl) made excellent performances in the mud-covered observed sections, and put up good times in the tests, while Phillips won the Members' Trophy by the narrow margin of one mark. At the finish, the Devonshire Hotel, Baslow, good food, ale and a motoring film show were enjoyed by everyone. **Result.—Class 1:** Members' Trophy, Fairley Spl (R. W. Phillips); 2, Harford Spl (T. C. Harrison); 3, Wharton Spl (A. M. Beardshaw); 4, Ford Spl (G. P. Mosby); 5, Austin Spl (P. J. Clay). **Class 2 (standard cars):** Committee Cup, Ford (J. Epton); 2, Ford (J. W. Fleetwood); 3, M.G. (F. Greenwood). **Norton Team Trophy:** The Autowreckers, R. W. Phillips, A. M. Beardshaw, Ford (A. T. Alldred).

Leinster M.C.—After having failed in the first of the three observed sections in the G. V. B. Cup trial, on December 2, last year's winner of the event, C. Vard, driving a TD M.G., went on to make best aggregate performance in the six driving tests, but he was beaten by five marks for the premier award by K. P. Murray (M.M. 3,917). D. O'Clery, with his TC M.G., took third place.

Sunbac.—The date of the club's annual dinner and dance is Thursday, January 4, 1951, and venue, the Town Hall, Sutton Coldfield. There will be accommodation for 250 diners, and applications for tickets (at one guinea each) should be sent as soon as possible to J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield.

IN BRIEF

The address of Douglas Holt, Ltd., who make the Antisqueak water pump lubricant described in *The Autocar*, December 8, is 5, Eagle Street, London, W.C.1.

The 1951 season of Dover-Calais ferries, operated by Townsend Bros. Ferries, Ltd., 78, Leadenhall Street, London, E.C.3, will begin on March 17 and continue daily until October 31. Outward sailing time will be 11 a.m. and homewards at 2 p.m. Certain additional sailings will also be made.

A gold watch for the man who grows the finest beard is being offered by the Invicta Engineering Works, Ltd., Lower Bridge Street, Canterbury, in connection with the Festival of Britain. Inhabitants of the city, including the Lord Mayor, are proposing to let their beards grow to look the part at local ceremonies.

The Birmingham council for old people has received £250 from the Dunlop Rubber Co., Ltd.

As a contribution towards better television reception, City Motors, of Oxford, are fitting suppressors to all new and used cars offered for sale.

Mr. H. V. Nicklin, managing director of James Neale and Sons, Ltd., Graham Street, Birmingham, 1, died suddenly on December 10. He had been with the company for more than 40 years.

The Regent Oil Co., Ltd., has appointed Mr. G. E. Gordon Hope-Johnstone sales director, with effect from January 1. Mr. J. A. J. Nicholas, Midlands branch manager, takes over Mr. Hope-Johnstone's previous post of general sales manager.

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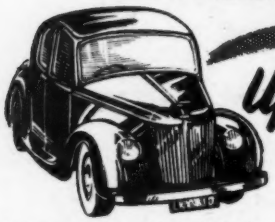

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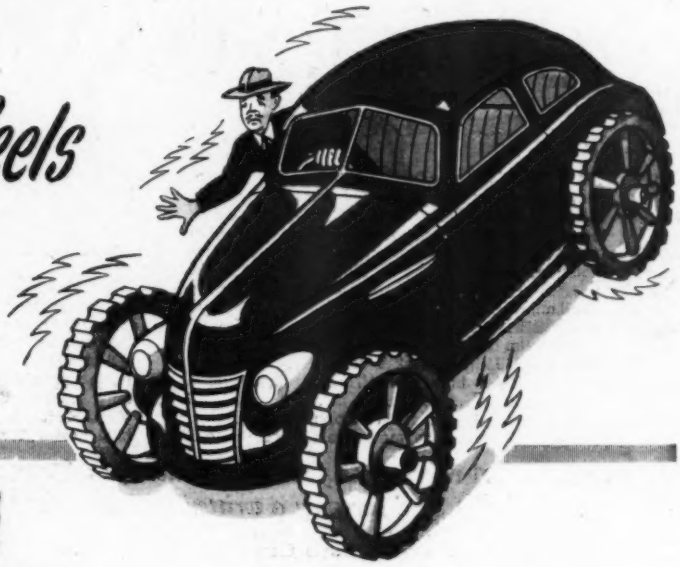

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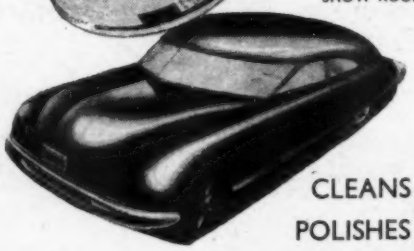

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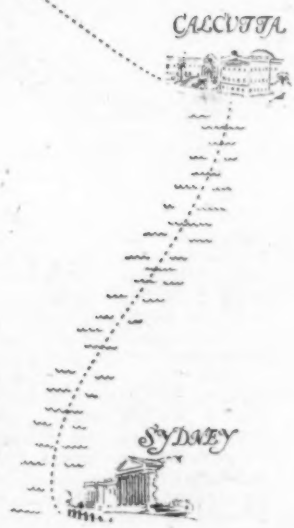

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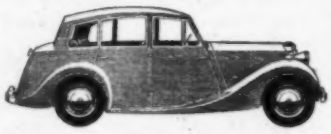

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A.C.

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J. H. BARTLETT, The Alfa-Romeo Specialist, 27a, Pembridge Villas, W.11. [9407

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1041

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124

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CHIPSTEAD MOTORS, Ltd.—See Sports Cars column. [5633

DAGENHAM MOTORS, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. [0151

1949 Allard two-seater, red, 13,000 miles; £865.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [3943

H. A. SAUNDERS, Ltd.—1949 Allard 2-str., 8,000 miles, one owner.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [6473

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1948 (August) Allard open 4-seater, fitted June, 1950 4.3 Mercury engine and transmission, unmarked condition throughout, very carefully used; £895.—Pantiles Service Garage, London Rd., Guildford 5326. [6387

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Allard Cars Wanted

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MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558-2619. [5562

1949 14hp Alvis saloon, maroon with beige leather upholstery, one owner, 5,000 miles.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [5533

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1949 drop head Tickford coupe, black, 17,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6704

ALVIS Firefly saloon completely rebuilt, including resleeving, unused since, owner posted overseas; new tyres, battery, etc.; £210.—Roe, St. Edmunds Hotel, Bury St. Edmunds. [6253

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ALVIS 1938 20hp sports saloon, unmarked throughout, mechanically perfect, 22 mpg, taxed, any trial or expert examination; £495.—153, Tessall Lane, Northfield, Birmingham, 31. Tel. Pri. 3012. [6676

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Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

1948-9 Alvis wanted.—G. S. Hall, 302, King St., W.6. Riverside 2881. [3243

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Alvis Cars Wanted

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330 [0697

1948-9 Alvis; please give particulars and price. —A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [8361

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SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8366

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [1585

ALVIS repairers and spares specialists.—A. Freeman, Ltd. Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [0653

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1950 model Armstrong 18hp 2.3-litre Lancaster saloon, black with leather upholstery, mileage 6,000, one careful owner, condition as new; £1,475. —161, Gt. Portland St., W.1. Langham 7733. [6570

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S. G. SMITH (MOTORS), Ltd., offer:—

1947 Armstrong Siddeley Hurricane drop head coupe, 17,000 miles, colour black; £925; 50 other guaranteed used cars.
S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [6150

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 Armstrong Siddeley 12hp black saloon, very good condition; offers.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1333

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Armstrong Siddeley Typhoon, 6,000 miles; £1,350; 1946 Armstrong Siddeley Hurricane, 2,000 miles one owner, in brand new condition, heater and radio; £835.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [6105

ARMSTRONG SIDDELEY 12hp; £75.—Perce Rye, 495, Fulham Rd., S.W.6. Fulham 5643. [4401

1948 Armstrong Lancaster 4-door saloon, black with brown leather, low mileage and beautifully maintained; £1,195.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2925

£750.—1946 Armstrong Hurricane, 33,000 miles, black, with red leather.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [1185

ARMSTRONG SIDDELEY 17hp 1939, one owner driver, on view Weybridge.—Tel. Willesden 1183 (Mr. Brockhurst). £450 for quick sale due to death of owner. [6641

1934 Armstrong 14.9hp spares; reconditioned engine, reconditioned gear box, and all parts other than diff. assembly; write.—H. B. Crispy & Co., Ltd., 7, Ipswich St. Bury St. Edmunds. [6256

1937 Armstrong Siddeley 14 saloon, black, just recellulosed, very carefully used and in perfect mechanical condition; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1771

1949 (May) Lancaster saloon (big engine), one owner, small mileage, colour grey, maroon interior, H.M.V. radio; £1,350.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. 2642. [6566

895 gns.—Armstrong Siddeley 1948 Hurricane four-some drop head coupe, grey, green leather, small mileage, carefully used, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below:—

725 gns.—Armstrong Siddeley (May, 1946) Hurricane foursome drop head coupe, light blue, fawn leather, excellent condition; terms, exchanges.—Rowland Smith, below:—

165 gns.—Armstrong Siddeley 1936 model 17hp de luxe 4-door saloon, black, sliding head, green leather, preselector, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6535

£625.—Armstrong special 30hp limousine, absolutely immaculate throughout, must be seen to be appreciated.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6634

ARMSTRONG SIDDELEY

£795.—Armstrong Siddeley Hurricane drop head, in remarkable condition throughout, registered late '46; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate; Maryland 2534. [6572

WALTER SCOTT, Ltd.—1937 model Armstrong 14 de luxe saloon, black, red leather, carefully used, exceptional condition; £285.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [6457

1947 (May) Armstrong Siddeley Hurricane drop head 4-seater coupe, blue, blue leather, loose covers, heater, really immaculate; written guarantee; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6359

R. S. CURRIE & Co. offer 1949 (May) Armstrong Siddeley 16hp 4-seater drop head coupe, black/brown leather upholstery, 16,000 miles, Armstrong maintained, one owner; £1,250.—105, Westbourne Grove, Bayswater W.2. Bayswater 0085. [1029

LIMOUSINES 1938 Long 25hp, partition, widest occasionals, black, exceptional throughout. Below **7000** miles, Long-17hp partitioned Limousine, leather throughout, widest occasionals, unbelievable condition, selection from £630. Seen:—Alpe & Saunders (100 Limousines; Lists Posted) Providence Court, North Audley Street. Mayfair 2941. [6529

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube) Ham. 6041. [0916

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3033/4/5

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [9287

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARMSTRONG SIDDELEY owners.

COMPLETE overhauls, service and repairs by our highly skilled and specialist mechanics; 100% service from our modern, well-equipped workshops means the most prompt and efficient Armstrong Siddeley service in the country; write, phone or call.
ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Tel. Kensington 7301. [0644

PRESELECTOR gear box service; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0779

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars; sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage Tel. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors for London.

DETAILS of the new 2.6-litre and demonstration car available.
103, New Bond St., London, W.1. Tel. Mayfair 8351-6. [6644

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002/3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham 6041 [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002/3. [1365

AUSTIN SEVEN

1938 Austin 7 cabriolet, excellent condition; bargain, £225.
A.Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mai. 4723. [6731

1937 Austin 7 2-seater tourer, 5,000 miles since extensive overhaul, coachwork and general condition excellent; £175.
GREEN MAN GARAGE (EALING), Ltd., 64, The Broadway, West Ealing, W.13. [6263

215 gns.—Austin 7, 1937 model, Ruby de luxe saloon, black, sliding head, brown leather, very good condition; taxed; terms, exchanges.—Rowland Smith, below:—

59 gns.—Austin 7, 1931 model, saloon, black; taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6536

£185.—Austin 7 Ruby saloon 1935, finished in green, the perfect car for economical and reliable motoring.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6379

£55, or by instalments.—1929 Austin 7 saloon with 1936 engine, free 12 months' 3rd party insurance, 3 months' written guarantee; £55.—Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 5712 and 8532. [6571

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St (Hampstead Tube). Ham. 6041

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd. Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3132

AUSTIN EIGHT

WARWICK WRIGHT, Ltd., offer:—

1946 Austin 8hp saloon, black, brown leather, 6,000 miles; £625.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5674

H. A. SAUNDERS, Ltd.—1946 Austin 8 saloon.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6480

L. F. DOVE offer: 1946 Austin 8 de luxe saloon, in beautiful condition; £550.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6759

1940 Austin 8 de luxe saloon, magnificent condition, guaranteed; £295; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6728

GATEHOUSE offer 1947 (September) Austin 8 saloon, black, showroom condition; £610.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [5688

1946 (Sept.) Austin 8 saloon, genuine 14,700 miles, black, brown leather; £585.—Vandervell's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [4255

Austin Eight Cars Wanted

CMT

THE CAR MART Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

I NEED post-war Austin 8 immediately.—Fortune, 17, Astwood Mews, S.W.7 Tulse Hill 1288 (day). [9717

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

POST-WAR Austin 8 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0851

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [3133

AUSTIN TEN

ROUNDABOUT, offer:—

1946 Austin 10hp saloon, one owner; £650.
ROUNDABOUT GARAGE, Western Ave., Greenford Middx Waxlow 1071-5 [3970

£375.—Austin 10 1940 model (new type) 4-door sunshine saloon, good condition, taxed.
ABBEY AUTOS, rear of 44-46, Chase Side, Southgate, N.14. (near Tube.) Palmers Green 4540. [6045

1946 Austin 10 saloon, black with brown leather interior, one owner, mileage 24,000; £650.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6113

AUSTIN 10 saloon, 1946 model, one driver, low mileage, perfect condition; £650.—Write, Box 7651. [6280

£475.—1939 Austin 10 de luxe saloon, black, nominal mileage, exceptional condition throughout.
MAKIN & HARRISON (MOTORS) 492-6, High Rd., Chiswick. Chiswick 0558-2619. [5557

1936 Austin 10 tourer, excellent condition throughout; £235.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [6788

1939 Austin 10 cabriolet, fair condition, mechanically good.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [6376

1937 Austin 10 Cambridge saloon, good condition; £335.—Barnes Garage, 315, Pinchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [1658

1947 Austin 10 saloon, guaranteed small mileage; £685.—Barnes Garage, 315, Pinchley Rd., Hampstead, N.W.3. Ham 2221. Mai. 1627. [4437

1939 Austin 10 Cambridge saloon, black, perfect condition throughout; £395.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6380

1946 Nov. Austin 10 saloon, black, brown, moderate mileage, taxed, excellent condition; £650. —Allery & Bernard, Ltd., 372, Kings Rd., Chelsea, Fla. 7345. [4804

1947 Austin 10, low mileage, excellent condition; £695.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5603

525 gns.—Austin 10, Nov. 1945, de luxe 4-door saloon, dark blue, sliding head, blue leather, radio, demister, one careful owner, excellent condition; taxed; terms, exchanges.—Rowland Smith, below:—

225 gns.—Austin 10, 1935 model, 2-seater with dickey, black, green leather, new hood, very good condition; taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6534

£395.—Austin 10hp saloon de luxe 1940, four-door model with sunshine roof, modern lines and appearance, lift-up bonnet like 1947 model, original maker's cellulose (black), clean leather interior; very economical engine, new Goodyear tyres.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock. Write for post-free catalogue. Hire purchase, part exchanges, free delivery. [6438

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Ten Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

WANTED privately, for cash, 37/40 Austin 10 or consider 46 model.—Bay. 7119. [6316

I REQUIRE post-war Austin 10 urgently.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [9716

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

MAGDALEN MOTORS are cash buyers of hand picked pre-war Austin 10 motor cars.—311, Trinity Rd., Wandsworth Common, Battersea 5573. [6460

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840

AUSTIN A40

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Austin A40 saloon, mileage 11,000, colour grey, beige leather interior, fitted with heater, first-class condition; £895.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9309

CAR MART, Ltd.
SEE advertisement on page 26. [5924

DICKS CAR SALES, offer:—

1949 Austin A40 saloon, fitted radio, loose covers and heater, as new; £925.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [6600

SAUL & SLATTER, Ltd., offer:—

1949 Austin A40 Devon saloon, sliding head, heater, 500 (repeat five hundred) miles only; £950.—44-46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7173. [6752

H. A. SAUNDERS, Ltd., offer:—

1949 Austin A40 saloon, grey with beige upholstery, radio and heater, 5,000 miles; £965.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) Hillside 0024. [6241

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40, green/beige, 7,000 miles.

1949 Austin A40 saloon, grey/beige, 8,000 miles, perfect.

1949 Austin A40 saloon, grey/beige, 9,000 miles, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6409

CHARLES RICKARDS, Ltd., offer:—

1949 (Oct.) A40 Devon saloon, mist green, one owner since new, low mileage, faultless condition, choice of two; £915.
56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [6414

DAGENHAM MOTORS, Ltd., offer the following car:—

1949 Austin A40 saloon, beige hide, sun roof, heater, 6,000 miles.
56, Park Lane, W.1 Regent 4866. [5933

H. A. SAUNDERS, Ltd., 1949 Austin A40 saloon, 11,000 miles, one owner, below.
H. A. SAUNDERS, Ltd., 1949 Austin A40 saloon, 24,000 miles.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6483

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon, beige, sun roof, 8,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon, blue, 17,000 miles, one owner.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6779

1949 (November), Austin A40, 6,000 miles; £925.—Osborne, 16 Wykeham Rd., Hastings. [6201

1949 Austin A40 Devon 4-door saloon, 4,000 miles only, one owner, as new throughout; trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [2479

1949 (April) Austin A40 Devon 4-door saloon, finished black, leather upholstery, 9,000 miles only, taxed, as new throughout; trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [4445

£885.—Austin A40 Devon 4-door saloon, 1949, black, beige leather, beautiful condition, one very fussy owner, nominal mileage only, choice of three others at
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); nearly 400 cars actually in stock; write for post-free catalogue; hire purchase; part exchanges; free delivery. [6437

Austin A40 Cars Wanted

CASH buyers of low mileage Austin A40s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

AUSTIN A40 cars wanted. — Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6392

Austin A40 Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0957

A 40 car wanted.—Mac, 12, Brambledown Rd., Wallington, Surrey 6397. [7389

I NEED Austin A40 immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [9715

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AUSTIN TWELVE

BROWN'S for Austins.

1939 Austin 12hp Ascot saloon de luxe, excellent condition; £445.—Brown's Garage, Loughton (Essex) 4119 (Tube). [9768

175 gns.—1936 Austin 12/4 saloon, excellent condition.—Autosnips 5, Balham High Rd., Balham 1509. [6102

H. A. SAUNDERS, Ltd.—1933 Austin 12 saloon.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6476

1937 Austin 12 saloon, new tyres, battery, good condition; £285.—64, Grange Rd., Sutton, Surrey. Vigilant 3403. [6257

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS

SECOND-TO-NONE in PULLING POWER

1939 Austin 12 Ascot saloon, in splendid condition throughout, £495; also 1937 Austin 12 Ascot saloon, sliding head, one owner, £395.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4455

1946 (December) Austin 12 saloon, one owner, excellent condition; £725.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6006

1937 Austin 12 saloon, condition quite exceptional throughout; £395.—Bruce France, 8a, Cromwell Mews, South Kensington. Flaxman 0513. [6612

1947 Austin 12, £100 overhaul just completed, including new engine, transmission, and excellent recellulosing; an outstanding example of one of these rare and much-sought-after models; the whole car runs and looks like new; £725.—Please telephone Welbeck 3991. [6300

1937 Austin 12hp Ascot de luxe saloon, stored long period by one careful owner; only 35,000 miles; faultless condition throughout, R.A.C. or A.A. inspection welcomed; first £385 secures; terms and exchanges; call, write or telephone.—Elwyn Motors, 97, Streatham Hill, London, S.W.2. Tel. Tulse Hill 2755. [6248

Austin Twelve Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

Austin Twelve Cars Wanted

1937-8-9 Austin 12 saloons and limousines wanted. —Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

AUSTIN SIXTEEN

CAR MART, Ltd.
SEE advertisement on page 26. [5923

NEWNHAMS, Ltd.

1948 Austin 16 saloon, blue with brown, small mileage.
NEWNHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. [4769

DICKS CAR SALES offer:—

1946 (Nov.) Austin 16 saloon, perfectly unmarked; £725.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [2615

TOM GARNER Ltd., offer:—

1948 Austin 16hp S.R. saloon, black with brown leather throughout, 8,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6337

CHARLES RICKARDS, Ltd., offer:—

1948 (Dec.) Austin 16hp de luxe saloon, black with brown leather, built-in radio and heater, one owner since new, genuine mileage 17,344, choice of two; £935.
56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [6412

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1949 Austin 16hp de luxe saloon, black, brown leather upholstery, coachwork, mechanical condition and tyres excellent, moderate mileage, one owner, taxed; £925.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [6714

1948 Austin 16 saloon, 12,000 miles, black with brown leather, one owner; £925.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla 2234 [3564

1947 Austin 16hp saloon, all leather upholstery, one owner, very good condition; £775.
HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [6375

1948 Austin 16hp saloon, black, brown leather interior, excellent condition throughout; £825.
WALTON-ON-THAMES MOTOR Co., Ltd. Walton 200. [6738

1948 Austin 16 saloon, sun roof, black, 10,000 miles, one owner, radio, heater, taxed December.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5208

ARCHIE SIMONS & Co., Ltd.—1947 Austin 16 saloon, one owner, colour blue; £825.—94, Gt. Portland St., W.1 Lan. 1343. [6763

1949 Series Austin 16 saloon, radio and heater.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. [6503

1948 Austin 16 sunshine saloon, radio, practically new.—Lionel H. Pugh 13-14 Brooks Mews, W.1. Mayfair 4433. [5203

1948 16hp Austin saloon, in new condition, mileage 10,000, radio; £925.—Vidler 43, Crawford St., W.1. Pad. 4915 [5527

H. A. SAUNDERS, Ltd.—1947 Austin 16 saloon, 18,000 miles.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6474

£425.—1939 Austin 16 drop head saloon, recent reconditioned engine and clutch, one owner, above average condition.—Below.

£135.—1935 Austin 16 4-door de luxe saloon, excellent runner, fitted radio, taxed; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6633

1936 Austin 16 limousine, one owner since new and in really excellent condition throughout; £325; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [6620

1938 Austin 16 drop head foursome coupe, guaranteed; £285; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [6640

AUSTIN 16 February, 1948, blue with brown leather upholstery, in perfect condition, supplied and maintained by us; £925.—W. D. Chitty, Ltd., Diss. [6658

1946 Austin 16hp saloon, black, brown leather, one owner; £685.—Vandervell's (buyers of good used cars) 215, Haverstock Hill, N.W.3. Primrose 4441. [1547

1947 Austin 16 saloon, black, brown leather upholstery, coachwork just renovated, appearance as new, engine just overhauled, one owner; £800. —Box 7630. [6254

WALTER SCOTT, Ltd.—1936 16hp Austin Hertford saloon, black, brown hide, as new throughout; £295; terms, exchanges.—39, College Crescent, N.W.3. Primrose 5914 [3864

1948 Austin 16 4-door saloon, black with brown hide upholstery, one owner; accept £825.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8 [9274

1946 Austin 16 saloon, blue with blue leather, new engine fitted 1948, really nice condition throughout.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [6373

1934 Austin 16 heavy saloon, blue and black with blue upholstery, in very good mechanical condition; the bodywork has been well preserved; £160. —Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051 [5662

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

1948 Austin 16 de luxe saloon, 10,000 miles only, direct from original private owner, fitted Pye radio and heater, all tyres almost new, absolutely immaculate, taxed December; trade enquiries welcomed.—MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2 Tudor 2301-2. [4448

850 gns.—Austin 16, June 1948, de luxe 4-door saloon, black, sliding head, brown leather, Jackalls, heater, carefully used, exceptional condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6533

£425.—Austin 16hp Chalfont limousine, with division and face-forward seats, 1936 model but not registered until July, 1938, and unused from 1940-1945, total authenticated mileage 29,700, but by the car's appearance could easily be judged to be much less, cellulose, upholstery and mats and hood lining entirely original, one of the most outstanding Chalfonts we have ever seen.—CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock; write for post-free catalogue; hire purchase; part exchanges; free delivery. [6436

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1
TELEPHONE: Euston 1212.
[0955

CASH buyers of low mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

BRITISH & COLONIAL MOTORS, Ltd., require good Austin 16 cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6699

AUSTIN 16 cars wanted. — Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6393

AUSTIN A70 & A90

CAR MART, Ltd.
SEE advertisement on page 26.
[5925

BOON & PORTER, Ltd.

1949 A90 convertible coupe, hydraulic head, loose covers, radio, special instruments board, 5,000 miles; impeccable; £1,395.—CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [6716

H. A. SAUNDERS, Ltd., offer:—

1949 Austin A70 saloon, green with beige upholstery, 7,000 miles; £1,225.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) Hillside 0024. [6245

MANN EGERTON & Co., Ltd., offer:—

1949 Austin A70 saloon, black, radio, heater, rim bellishers, etc., small mileage, immaculate condition.

14, Berkeley St., London, W.1. Regent 2073. [6426

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1949 (Oct.) Austin A70 de luxe saloon, green, fawn leather upholstery, genuine 4,000 miles since new, practically new condition, taxed; £1,275.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [6715

1949 Austin A70, 9,000 miles, one owner, green, sun roof, radio, heater, taxed December.—MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5206

1949 Austin A70 de luxe saloon, 9,000 miles only, as new throughout; trade enquiries welcomed.—MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5207

1949 Austin A70 saloon, unquestionable condition. Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. [6501

1949 (July) Austin A70 saloon, 6,000 miles, radio, grey, taxed, spare unused; £1,150.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [4805

1949 (August) Austin A70 saloon, grey, one owner, as new, 5,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6355

1949 Austin A90 Atlantic convertible coupe, red, beige leather, radio and heater, 9,000 miles only.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/4. [6354

1949—50 Austin A90 convertible coupe, red, electric hood, radio, very moderate mileage; £1,325.—Chapman, 5, Laurel Bank, East Keswick, Leeds. Tel. Collingham Br. 2094. [6681

AUSTIN A70 & A90

1600 miles, October 1949 Austin A70 saloon, positively as new; £1,225; trade enquiries welcomed.—G. S. Hall, 302, King St., W.6. Riverside 2881. [6402

AUSTIN EIGHTEEN

1938 18hp Windsor 7-seater saloon, face forward occ seats, blue, leather throughout, genuinely one private owner; £765.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155. [5360

AUSTIN limousines (3), first registered 1937, for sale owing to reduction of fleet; 2 very good 18hp Chalfonts, £525 each, one 18hp Gordon, good chassis, poor body, £385; offers invited.—Nottingham City Transport, Lower Parliament St., Nottingham 45745. [4841

295 gns.—Austin 18, 1936, York 7-seater saloon, black, sliding head, blue leather, face-forward occasionals, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6559

A & S Offer quality carriages (not cheap and doubtful variety), inspection invited:—

LIMOUSINES also seven-seater saloons, 1937/38/39, really excellent condition, leather, black.

HEARSE, 1938, Deck 9ft 3in, streamlined, seating 4-bearers, 1950 streamlined coachwork, lavishly equipped, ready service; reasonable cost. Seen:—Alpe & Saunders (100 limousines; list posted), Providence Court, North Audley St., Mayfair 2941. [6525

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0924

MODERN 7-passenger required, good order essential, cash waiting.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [6515

AUSTIN TWENTY

LIMOUSINES, 1936/37/38 Mayfairs, partition, widest occasionals, leather, black, exceptional selection. Seen.—Alpe & Saunders, Providence Court, North Audley St., Mayfair 2941. [6526

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St (Hampstead Tube). Hampstead 6041. [9625

7-SEATER Limousines 1937/1939-also 28hp-details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1210

AUSTIN TWENTY-FOUR

AUSTIN limousine, first registered 1937, for sale owing to reduction of fleet; very good 24hp Mayfair, £675; offers invited.—Nottingham City Transport, Lower Parliament St., Nottingham 45745. [4842

AUSTIN A125 and A135

BROOKLANDS.

1949 Austin Sheerline, grey, grey leather, fitted loose covers, radio and heater, small mileage, immaculate throughout.

103, New Bond St., London, W.1. Tel. Mayfair 8351-6. [6645

CAR MART, Ltd.
SEE advertisement on page 26.
[5926

PHILIP RICKARDS, Ltd., offer:—

1949 Austin Sheerline, grey/grey, 7,000 miles, unblemished.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6410

H. A. SAUNDERS, Ltd. offer:—

1949 Austin Sheerline saloon, black with beige leather upholstery, radio, heater, etc., 6,000 miles; £1,795.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) Hillside 0024. [6247

H. A. SAUNDERS, Ltd., 1949 Sheerline saloon, radio, etc., 9,000 miles.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6475

GORDON CARS (LONDON), Ltd.—1949 Austin Sheerline saloon, grey, 11,000 miles, one owner only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6778

1949 Austin Sheerline, black, biscuit upholstery, radio, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6707

1949 (July) Austin Sheerline saloon, gunmetal grey, low mileage, as new throughout, exceptional value; £1,650.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1773

AUSTIN Princess, May, 1950, black with beige hide upholstery, in new condition throughout, B.M.T.A. permission to sell; unexpired portion of Covenant to be signed; £1,995.—Bristol Street Motors, Ltd., 164-182, Bristol St., Birmingham, 5. Mid. 5861. [6264

Austin A125 and A135 Cars Wanted

CM

THE CAR MART Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0352

BRITISH & COLONIAL MOTORS, Ltd. require good Austin Sheerline cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6700

AUSTIN TWENTY-EIGHT

LIMOUSINE, 28hp Ranelagh partition, widest occasionals, 23,000 miles, black, exceptional opportunity, reasonable. Seen.—Alpe & Saunders (100 limousines; lists posted), Providence Court, North Audley St., Mayfair 2941. [6527

AUSTIN TWENTY-EIGHT

£795.—August 1939 Austin Ranelagh limousine, beautifully finished black and chrome, sumptuous interior furnishings in finest quality materials, widest face forward occasionals and division; this car has never been licenced hackney and in consequence the mileage is immeasurably less than similar models used extensively for hire or similar purpose. General mechanical order leaves nothing whatsoever to be desired, tyres are all practically brand new and the whole car is fully guaranteed in writing.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Ten other Austin limousines and twenty-six limousines and 7-seaters of other makes in stock, together with nearly 400 cars for the private motorist. Write for post-free catalogue. Hire purchase, part exchanges, free delivery. [6439

AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.

AUTHORIZED Austin retailers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ALL models Austin urgently required.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 4004. [6567

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822

RAWLINGS Bros., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers, all types post-war Austins. [0416

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-198, King's Rd., S.W.3. Flaxman 4801-2-3. [6815

WE are cash buyers of all Austin post-war models. —The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [6682

1938-39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

Austin Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0229

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717.) [0160

C. G. NORMAN & Co.

AUTHORISED Austin retailers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

FOR Austin mudguards running boards, 1931-39.—Brooks, 5 and 6 Frederick Place, Brighton. Brighton 21147. [0382

IF it's Austin spares, try Sands, the Austin People, Burnham, Bucks 84. [0305

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666 for Austin spares, sales and service.—209, Balham High Rd., S.W.17. [0504

AUSTIN 7 spares, 1922-38, practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bearwood, Birmingham. [4492

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop 2832, 2820.

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4¼-litre)

HRH. R. OWEN, Ltd.,
17, Berkeley St.,
GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.
A NATIONAL motoring organisation.

1938 Bentley 4¼-litre Owen sedanca coupe, by Gurney Nutting, grey with black hood, and grey hide upholstery, this car is fitted with s/m. spare with cover, and the rear half of the hood is fixed.—H.5208.

1939 Bentley 4¼-litre F.H. coupe (S.R.) by Gurney Nutting, colour dark metallic grey with beige leather upholstery, this car is fitted with a radio, heater, de-mister, and bumpers with overriders front and rear.—H.5904.

1947 Bentley Mark VI 2-door razor edge sports saloon, by James Young, colour grey with grey-blue hide, this car is fitted with an H.M.V. radio and picnic tables.—H.2032.

1948 Bentley Mark VI standard steel saloon (S.R.), by Bentley Motors, colour black with brown hide upholstery, this car is fitted with radio, heater, de-mister and bumpers to front and rear with overriders.—H.5859.

ALL cars carry our unique six months' guarantee; please 'phone or write for details to:—
HR. R. OWEN, Ltd.,
17, Berkeley St.,
LONDON, W.1.
TEL. Mayfair 9060. [6610

FOX
OFFER the following from their specially selected stock:—

1947 H. J. Mulliner drop head coupe on the Bentley Mark VI chassis, grey, two owners, 15,000 miles only.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., W.1. Tel. Regent 7687.
FOX. [6742

RIPPON
RIPPON.
RIPPON BROS., Ltd.,
NORTHERN Bentley Specialists.

1947 Mark VI Standard steel saloon, Tudor grey with blue leather.

1937 4¼-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.

1935 3½-litre 4-door sports saloon by Park Ward.

FOR further particulars contact the largest Bentley distributors.
RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0906

JACK OLDING of Mayfair.
OFFICIAL Rolls-Royce and Bentley retailers.
OFFER:—

1949 (Oct.) Mark VI Bentley standard saloon, pearl grey with blue leather, 28,000 miles, immaculate.

1949 (July) Mark VI Bentley standard saloon, black with beige leather, 13,000 miles.

1949 (April) 4-door Mark VI Bentley saloon, by Young, dark green, beige leather, 14,000 miles.

1949 (April) Mark VI Bentley standard saloon, pearl grey, blue leather, 7,000 miles.

1948 Mark VI Bentley 2-door saloon, by Young, blue with beige leather, 25,000 miles.

1936 (Aug.) 4¼-litre Vanden Plas Bentley pillarless saloon, black with grey leather, 62,000.

1936 (Oct.) 4¼-litre Bentley saloon, by Mann Egerton, metallic blue with blue leather, 52,000.

1936 (Oct.) 4¼-litre Bentley Saloon, by Park Ward, black with maroon leather.

DELIVERY of new and used cars quoted on application.
AUDLEY House,
NORTH Audley St., W.1. Mayfair 5242. [6588

HAROLD RADFORD & Co., Ltd.,
INVITE you to call and inspect their unique selection of Bentley cars.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,
OFFER the following:—

1938 Bentley 4¼ L.S. series, 45,000 miles, radio, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [6392

LARGE stock of 3½-4½ Bentley cars for disposal.
HR. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

CHARLES FOLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1949 Bentley Mk. VI standard steel saloon, two-tone grey, 16,000 miles, superb throughout; £4,500.

18, Berkeley St., W.1. May. 6266.
SERVICE Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [6831

1936 Rolls-Bentley by Hooper foursome d.h. coupe, one owner, new condition; any trial.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [1735

BENTLEY (3½ & 4¼-litre)

JBJ
JACK BARCLAY, LIMITED,
LARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to
12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

CAR MART, Ltd.
SEE advertisement on page 26. [5927

1935 Bentley 3½-litre Thrupp & Maberly sports saloon, exceptional condition; £1,375.—J. F. Crawley, Western 6015. [6791

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-5), officially appointed Bentley retailers and repairers; reliable used cars in stock. [4970

4¼-litre Bentley Vanden Plas saloon, £526 spent with makers (bill shown), first registered August, 1936.—Lawton-Goodman, 36, North Audley St., W.1. [5351

1938 Bentley 4¼ saloon, Park Ward body, perfect throughout; £1,765.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6418

1934 (Aug.) Bentley 3½-litre saloon, body by H. J. Mulliner, black, grey leather, chassis No. B 89 BL, history available, new tyres, magnificent condition, now on view.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [6234

1938 Bentley 4¼-litre Barker saloon, radio, heater, magnificent car; exchanges; terms.—Swanmore Garage, 1,176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6429

1949 Bentley Mark VI H. J. Mulliner streamlined sports saloon; cost £6,200; 20,000 miles; £4,950.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5613

BENTLEY 1949 Mark VI 4-door sports saloon, blue with blue trim, first reg. May 30, 1949, mileage 14,000.—Grose, Ltd., Marefair, Northampton. Tel. Northampton 4540, 1 & 2. [4556

CENTRAL GARAGE, CROYDON.—1934 Bentley 3½-litre drop head foursome coupe by Park Ward, finished dark blue, upholstery to match, excellent order; £895.—Central Garage,. Tel. Croydon 7464. [5701

1937 4¼-litre Bentley 4-door sports saloon by Hooper, black, pig skin upholstery, 67,000 miles, overhauled by Rolls-Royce at 54,000 miles.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [5534

BENTLEY (other than 3½ & 4¼-litre)

BENTLEY 1926 Red Label 3-litre foursome drop head coupe, mechanically perfect, resprayed, reupholstered; £395 offers.—Box 7629. [6252

£220.—Blue Label Mulliner saloon, 1927, one owner till 1950, immaculate throughout.—Chalmers, 20, St. Ann's Sq., Manchester. Blackfriars 4679, day. [6711

BENTLEY 1927/8 4½-litre drop head coupe, 9ft 9in chassis, 1,800 miles since £400 overhaul by Lawrance.—Ward, The Grange, Carrington, Boston. Tel. Sibsey 210. [6453

CENTRAL GARAGE, Croydon, offer 1930 Bentley Speed 6 4-door sports saloon by Hoyle, speedometer reading 29,000, one owner, amazing condition.—Central Garage. Tel. Croydon 7464. [5202

Bentley Cars Wanted

SGOOWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944 [0515

CMTHE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

ABENTLEY CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.
R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 2642. [5921

J. MARSHALL.
WANTED, Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.
J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [4987

ROWLAND SMITH'S the Bentley buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

MANN EGERTON & Co., Ltd. (founded 1899), wish to purchase Bentley Mark VI models immediately.
14, Berkeley St., London, W.1. Regent 2073. [6424

URGENTLY required, 1948-9 Bentley Mark VI standard saloon, covenant free, no dealers.—Robinson, 2, Regent St., Cambridge. [5741

GOOD low mileage '48 and '49 Bentley cars wanted.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [5063

PRIVATE buyer wishes to purchase pre-war Rolls-Bentleys in repairable condition.—Hamilton, Old Manor House, Old Woking. Woking 2623 [5459

Bentley Cars Wanted

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [1681

PRE-WAR Bentley saloons required in good condition.—Harold Radford & Co., Ltd:, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6464

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1. official Bentley and Rolls-Royce retailers are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

POST-WAR or immaculate pre-war Bentley wanted.—Full particulars to Low Fell Motor Co., Ltd., North-East Car Centre, 685-691, Durham Rd., Gateshead-on-Tyne. Write or 'phone 75552. [4586

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores, 12, Wellesley Ave., W.6. Riv. 1413. [8363

Bentley Spares and Service

JACK BARCLAY, Ltd..
LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.
WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

W. M. COUPER, Ltd., Catherine St., St. Albans 4343.
SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0622

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.
SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts
SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8367

CENTRAL GARAGE, Croydon, specialists for all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [6353

BRISTOL

UM Ltd.
UNIVERSITY MOTORS, Ltd., Joint Distributors London, Home and Eastern Counties; also Berks, Beds and Bucks.
UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0168

KEVILL, DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.
41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2565. [0296

AF.N., Ltd. (Bristol joint distributors), always have a selection of used Bristol cars for sale.
FALCON Works, London Rd., Isleworth. Tel. Hounslow 0011. [4801

BRISTOL in Yorkshire means H. H. Martindale, Ltd., 14, Harrison St., Briggate, Leeds, 1. [3669

1949 Bristol type 400 sports saloon, 13,000 miles, immaculate; £1,875.—J. F. Crawley, Western 6015 [6792

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

ANTHONY CROOK.—Bristol all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available including 1950 type 400, one owner, B.M.T.A. consent to sell, written guarantee; the advantages of dealing with leading distributors will be obvious.—Town End, Caterham Hill, Surrey. Tel. 2232-3. [5876

Bristol Cars Wanted

J. H. BARTLETT, the Bristol buyers.—27a, Pembridge Villas, W.11. Bayswater 0523. [3245

AF.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [4380

SEVERAL used Bristol cars wanted, immediate cash settlement for genuine cars able to pass through vigorous but fair tests as to condition by our Service department.—Anthony Crook Motors, Ltd., leading distributors of Bristol Cars, Caterham Hill, Surrey. Tel. Caterham 2232/2233. [6797

B.S.A.

BS.A. Scout 2-str, 1937 Series 4, black/red, excellent condition; £210.—Feller, Primrose 0406. [6664

£298.—B.S.A. Scout, 1939, open 2-seater sports, excellent machanically well equipped, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat, 9-6 (50yds Holland Park Tube). [6276

295 gns.—B.S.A. Scout, 1937 (reg. June 1938) 10hp Series 4 sports 4-seater, dark blue, blue leather, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

265 gns.—B.S.A. Scout, May 1938, 10hp, Series 5 sports coupe, black, sliding head, green leather, good tyres, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6537

BS.A. Scout sports 4-seater, first reg. Sept. 1937, red paintwork with maroon leather upholstery, good hood and sidescreens; £215 cash or £70 deposit; balance payable over 18 months.—C. & S. Motors Ltd., Dudden Hill Lane, Neasden. Gladstone 8605 6. [4830

165 gns.—B.S.A. 1934, 10hp de luxe 4-door saloon, blue and black, sliding head, blue leather, pre-selector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6538

B.S.A Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

B.S.A Cars Wanted

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3135

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12.6 fluid flywheel models. —Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

BUGATTI

TYPE 55, 2.3 s/c 2-str., in two tones grey, very carefully used, ex-Joe Fry; £935.

TYPE 59, 3.3 s/c 2-str. sports Grand Prix car, ex-Hon. Brian Lewis; offers.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [5731

RARE opportunity, 3.3 Bugatti saloon in exceptional condition, open to any examination; £475.—Box 7673. [6680

BUGATTI Type 43 2/4-str. sports, mechanically perfect, with terrific performance, 6,000 miles only since new engine was fitted in 1936, colour Bugatti blue, nearest £385.—153, Tessall Lane, Northfield, Birmingham 31. Tel. Pri. 3012. [6677

Bugatti Spares and Service

J. LEMON BURTON Bugatti service 55, Netherwood St., N.W.6 Maida Vale 1331. [0071

BUICK

ACLAND & TABOR offer:—

1800 miles only.—1948 (Dec.) Buick type 51 four-door saloon, virtually a new car, black, grey cloth, and fitted with nylon seat covers; price £3,250.

APPLY Welwyn 481. [6812

SIMPSON'S MOTORS, offer:—

1937 Buick phaeton drop head; £350.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley. 3903. [4794

JOE THOMPSON (MOTORS). Ltd., offers:—

1948 Buick 51 super saloon, right-hand drive, colour black, fitted radio, very low mileage; £2,600.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Buick 7-passenger limousine, mileage 33,000, condition as new; £800.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1329

1937 Buick Viceroy saloon, radio, excellent.—Below.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2943

1950 Buick type 43 4-door streamlined saloon, 1,500 miles, as brand new; £3,350.—J. F. Crawley, Western 6015. [6789

LIMOUSINES.—Roomy 8-seaters, not ex-hire, from £450.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7270

CAMDEN MOTORS, Buick 31hp Viceroy saloon, 1937, black, blue leather, privately owned, excellent condition, numerous extras; £365.

CAMDEN MOTORS, Buick 31hp 6-seater saloon, 1938, finished dark blue with blue leather, complete mechanical overhaul by London distributors, March, 1949, one private owner, six new Dunlop tyres, numerous extras; £495.

CAMDEN MOTORS, Buick 31hp special Viceroy saloon (Aug., 1940), magnificent example, immaculately finished black and chrome with real leather upholstery, full 6-seater body, numerous post-war features, built-in radio, finger-tip steering column controls, Clayton heater, etc., etc., superb mechanical order; £695.

CAMDEN MOTORS for Buicks, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); seven other Buicks in stock, together with a full range of other American cars and nearly 400 cars of other makes; write for post-free catalogue; easy and confidential hire purchase facilities; part exchanges; purchasers' fares refunded from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Mon.-Sat. [6440

1937 Buick limousine, leather front, cloth rear, excellent condition; £595.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines) [6419

LIMOUSINE 1937 partitioned Pullman, widest occasionals, black, delightful condition. Also

LIMOUSINE 1938 Pullman, partitioned, widest occasionals, black, immaculate. £935.—Alpe & Saunders (100 Limousines: Lists posted) Providence Court, North Audley St. Mayfair 2941. [6517

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903. [7994

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747) urgently desire to purchase modern American cars [3700

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121 [0304

7-SEATERS privately owned modern Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1220

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction N.W.10 Tel Elgar 7911 [0141

CADILLAC

1939 Cadillac, 32,000 miles, as new, colour black, £985.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6421

CADILLAC

CADILLAC V.8 saloon, black, a magnificent car excellently maintained, coachwork and upholstery unmarked, mechanically sound, 6 new tyres, any inspection and trial invited; £600.—Wales, Ltd. (Midland 04321), Oozells St., Birmingham. [6214

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [7996

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars [3701

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

DICKS CAR SALES offer:—

1938 (reg. 1939) Chevrolet saloon, one owner since new; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5891

SIMPSONS MOTORS, offer:—

1949 Chevrolet, genuine 4-door saloon, heater, immaculate, low mileage.

1949 first registered Chevrolet 2-door Aerosedan, exceptional post-war car, fully streamlined, immaculate coachwork and interior.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [2051

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Chevrolet convertible coupe, L.H.D., colour maroon, electrically operated hood, fitted heater; £1,475.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd South Kensington (next to Michelins). Ken. 4858.

1950 (April) Chevrolet latest type 6-str. sedan, 12,000 miles only, a most beautiful car with all American extras, amazing perfmce.

A.Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mai. 4723. [5912

1939 Chevrolet Master de luxe 4-door saloon, first registered 1950, Continental model, exceptional condition, exchange considered; £375.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [4432

1948 Fleetmaster 4-dr. saloon, l.h.d., 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6688

CHEVROLET 1947, Nov., property of engineer, in exceptional conditions, 26,000 miles, absolutely draft-proof, ideal for invalid due to very easy steering and excellent riding qualities of car, licensed and insured, any trial; £1,450.—Apply, Relined Brake Drums, Ltd., 76, High St., London, N.16. [5526

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. [7997

Chevrolet Spares and Service

CHEVROLET spares & repairs, for private vehicles only, distributors for London & Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6710

CHRYSLER

CASS'S MOTOR MART.—1938 Chrysler 24hp saloon, leather excellent, written guarantee.—5, Warren St., W.1. Euston 4110. [1669

CHRYSLER Wimbledon 1935, good running order, 24hp, pulls ton trailer; £200.—Mathias, Llangwarren, Letterston, Pem. [6278

DIESEL car; Chrysler Imperial saloon, 1938, fitted Perkins 6 engine, 14,000 miles, chassis, gear box, overdrive, 10,000 since reconditioned; governed to 75 mph; low price, reason sale delivery new car.—Box 7652. [6287

£625.—Magnificent Chrysler Dodge Custom 8, beautiful looking vehicle, semi-mouth organ front, prototype of post-war models, literally looks £1,000 although 1940 model, laid up most of the war and meticulously maintained all its life, negligible mileage, below.

£335.—1937/8 Chrysler Wimbledon de luxe saloon, immaculate bodywork, seats six, late private owner meticulously maintained this vehicle and states vehicle capable of over 20 m.p.g.; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6094

LIMOUSINE 24hp 1937, partition, widest occasionals, leather, excellent throughout; £695. Alpe & Saunders (100 Limousines: Lists posted) Providence Court, North Audley Street. Mayfair 2941. [6518

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER agents will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555. [0043

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [7998

FIRST-CLASS Chrysler cars urgently wanted.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. [0567

7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge, privately owned Limousines required. Alpe, Providence Court, Grosvenor Square. Mayfair-2941. [1221

Chrysler Spares and Service

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Tel. Balham 2234.

CITROEN

DICKS CAR SALES offer:—

1940 Citroen 12hp saloon, recent £100 overhaul, fine order; £525.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5892

CITROEN

JOHN S. TRUSCOTT, Ltd.

A COMPREHENSIVE stock of post-war Citroens is always maintained; only first-class examples are offered; each car has been thoroughly serviced throughout and ready for immediate use; full details of current stock and interesting literature gladly sent on request.

173 Westbourne Grove, Bayswater, W.11. Bay. 4274. [6743

ACE SERVICE STATION (LONDON), Ltd.,

1949 Citroen light 15 saloon, metallic grey with red hide.

1949 Citroen light 15 saloon, black with red hide.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [5647

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Citroen saloon, red and red leather, 4,000 miles; £1,175

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1331

H.W. MOTORS, Ltd., the Citroen specialists offer:—

1950 (reg. 1949) Light 15 saloon, black/brown leather, 6,500 miles; £1,250.

1949 Light 15 saloon, black/beige leather, 11,000 miles; £1,125.

1949 Light 15 saloon, maroon/red leather, 19,000 miles; £1,075.

1947 (Dec. '46 delivery) Light 15 saloon, black/brown, loose covers, new tyres, Blumel wheel, outstandingly good chassis; £850.

1940 6-cyl saloon, green/green leather; £850.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [6448

DAGENHAM MOTORS, Ltd., offer the following car:—

1949 (Nov.) Citroen Light 15 saloon, sun roof, black/brown hide, 8,000 miles.

56 Park Lane, W.1. Regent 4866. [5934

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [5589

1947 (May) Citroen Light 15 saloon, black, chromium, red leather, low mileage, absolutely immaculate, written guarantee; £865; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6362

Citroen Cars Wanted

PRIVATE buyer wants

1938—40 Citroen 12 saloon.—Letters only to Peters, 4, Birchwood Rd., S.W.17. [6617

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ACE SERVICE STATION (LONDON), Ltd.,

THE Citroen distributors, wish to purchase post-war Citroens, 6-cylinder and Light 15.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6371

JOHN S. TRUSCOTT, Ltd., urgently require Citroens.

EXCEPTIONAL prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [6744

KENTISH & THOMSON, Ltd., urgently require good post-war Citroen cars.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [6730

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H.W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

POST-WAR Citroen required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0853

A. FREEMAN, Ltd., Grosvenor Garage, require 1949 Citroen six cyl. and light fifteen.—Burnage Lane, Manchester, 19 Tel. Rus. 2874-5. [0877

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

C. G. NORMAN & Co.

CITROEN sole distributors for the County of London. Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLY MOTOR & ENG., Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams, Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4862.—Citroen spares, reconditioned drive trains, 48-hr. service. [7923

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29-30, Elvaston Mews, S. Kensington, S.W.7. Western 6974.

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars, front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr; all spares stocked. [2668

DAIMLER

BROOKLANDS.

1946 Daimler 2½-litre saloon, black, blue leather, exceptional condition.

103 New Bond St., London, W.1. Tel. Mayfair 8351/6. [6646

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

TOM GARNER, Ltd., offer:—

1949 Daimler 2½-litre saloon, black with brown leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester. 2. Blackfriars 9265-6. [6336

CHARLES FOLLETT, Ltd., offer:—

1947 Daimler saloon, grey, red leather, 26,000 miles, radio, very carefully maintained; £1,375.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6832

STRATSTONE, Ltd., Daimler Specialists, offer:—

1948 Daimler 2½-litre saloon, grey with blue leather, a most attractive car; £1,575.

1946 Daimler 2½-litre saloon, black with fawn leather, chauffeur maintained, low mileage; £1,295.

1939 Daimler EL 24hp limousine, black with leather throughout, well maintained; £895.

1936 Daimler 4½-litre limousine black, exceptionally roomy body with 2 face forwards, sunshine roof, division, in good condition throughout; £850.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464). [6423

1937 Daimler E20 sports saloon de luxe; £495.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6686

1946 2½-litre Daimler saloon, in grey and blue, small mileage, an attractive car.

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951. [6826

1935 model Daimler 15 Mulliner 4-door sports saloon, good condition throughout; £250.—Root & Clarke, Station Rd., Herne Bay 200. [6650

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405 [0544

1949 2½-litre Daimler 4-seater coupe by Barker, grey, red leather, immaculate, 5,000 miles.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [6591

LIMOUSINE 24hp. partitioned, wide occasional seats, a Mulliner body, black, registered 13.11.1936; bargain £550; terms, exchanges.—61, Albert Embankment, S.E.11. Reliance 4016. [5877

TRISTRAMS, Ltd., Chester, Daimler and Lanchester distributors, have specialised in the sale and service of Daimler and Lanchester cars since 1922; an expert and comprehensive service is offered to buyers.

1948 2½-litre saloon with Barker coachwork, dark green, green leather, mileage 16,000, one owner, perfectly maintained and like new in every respect, fully guaranteed; £1,550.

ONLY genuine low-mileage Daimlers are offered for retail sale by Tristrams, Ltd., of Chester. Tel. 25262. [4808

1950 (September) Daimler Straight 8 Hooper 7-seater limousine, 950 miles only, blue, fawn upholstery, radio, heater, further particulars apply—Parker Thomas & Co., Ltd., Daimler distributors, 41, Castle Rd., Southsea. Tel. Portsmouth 74042. [6297

595 gns.—Daimler 1939 2½-litre de luxe four-door saloon, black, sliding hood, blue leather, pre-selector, good tyres, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6811

NAYLOR & ROOT, Ltd.—1939 Daimler 2½-litre saloon, black, blue leather, superb condition throughout, any trial; £735; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc. S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [6266

LIMOUSINE 1936/37/38 24hp, partition, widest occasionals, superlative condition, black, exceptional selection. Alpe & Saunders (100 Limousines: Lists posted) Providence Court, North Audley Street. Mayfair 2941. [6519

Daimler Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0932

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler car.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6692

WANTED, 1939 Daimler 2½-litre saloon, must be in first class condition.—Thompson, 9, Beresford Dr., Southport. Tel. 88155. [6582

DAIMLER wanted, 24hp E.L. type limousine; state full particulars.—Fingland's, Ltd., 213, Wilmslow Rd., Rusholme, Manchester, 14. Tel. No. Rusholme 2894. [9678

LIMOUSINES, modern 24h.p. also 8/32h.p. urgently required, cash waiting. Details please. Alpe & Saunders, Providence Court, Grosvenor Sq., Mayfair 2941. [6530

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236

DAIMLER specialist for 38 years, guaranteed repairs and coachwork.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [5358

Daimler Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0688

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work, spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0145

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3

DELAGE

1930 Delage D8 fixed head coupe, finished racing red and polychromatic grey, hide trimmings, excellent condition throughout; £275.—Mack, 87a, Chesil Street, Winchester. Tel. 2707. [6671

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

RAPID repair and parts for Delage.

SOLE concessionaires for Great Britain, etc.

HEAD office, 82, Park St., W.1. [6493

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mai. 0267. [1099

DELAHAYE

SELBORNE (MAYFAIR), Ltd.

1949 model 135M, Delahaye sedanca drop head coupe in superlative condition.

45, South Audley St., W.1. [2881

Delahaye Cars Wanted

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1037

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD Office: Regional House, 82, Park St., W.1. [2407

D.K.W.

B. & M. GARAGES, Ltd., offer:—

1938 D.K.W. all-metal drop head coupe, in cream and black.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877 [0016

225 gns.—D.K.W. August 1938, 7hp saloon, black and red, carefully used, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith (Hampstead (Hampstead Tube), Hampstead 6041. [6541

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat 0871. [0066

DODGE

1938 Dodge fitted overdrive, engine just overhauled; £395.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [6576

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362

FIAT

DICKS CAR SALES, offer:—

1939 Fiat 500 coupe, 50 mpg; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [4386

C. V. RUSHMER The Fiat Specialists, fully reconditioned and guaranteed models available, only first-class examples offered.—39, Holland Park, W.11. Park 5731. [3304

MAYFAIR GARAGES Ltd.—March 1940 1100 long-chassis 4-door pillarless 6-light saloon, two tone grey and black with grey hide upholstery, exceptionally roomy car in well-preserved condition throughout; £395. Below.

MAYFAIR GARAGES, Ltd.—September 1939 500 de luxe fixed head coupe, recellulosed jade green with leather upholstery, spot lamp carefully used, exceptionally smart car in outstanding condition; £395. Below.

MAYFAIR GARAGES Ltd.—August 1939 500 de luxe convertible coupe, all black with red leather (original paintwork), one owner since new, carefully maintained in outstanding condition; £365. Below.

MAYFAIR GARAGES, Ltd.—November 1938 500 de luxe convertible coupe, black with red leather, good tyres, exceptionally good condition; £295. Below.

ALL the above carry three months' guarantee.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp Selfridge's clock), Mayfair, W.1. Mayfair 3104-3105 [6308

1938 Fiat 500 convertible coupe; exceptionally good mechanical condition; £275; terms, exchanges; three months' written guarantee.—Chain Garages, Ltd., Hanger Lane, Western Avenue, W.5. Perivale 4404-5. [6312

1950 Fiat 1100 4-door 4-light cabriolet, Laystall balanced engine, specially tuned, 38mpg, over 80mph, capacious luggage boot, 14-gallon petrol tank, finished cream and black, exceptionally attractive car, taxed; £875.—V. W. Derrington, 159, London Rd., Kingston. Tel. 5621/2. [6052

Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

MAYFAIR GARAGES, Ltd., sell more pre-war Fiats yearly than any firm in the country, so are always ready cash buyers of all models.—Below.

MAYFAIR GARAGES, Ltd., require neglected Fiats for reconditioning; send brief particulars and price required.—Below.

MAYFAIR GARAGES, Ltd. Balderton St (opposite Selfridges' clock) Mayfair, W.1. Mayfair 3104-5.

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

B.D.J (ENGLAND), Ltd., offer exchange engines, fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow Byr. 1818. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [5030

FORD (8 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone Harrow, Middlesex. [0099

G. P. (BALHAM), Ltd., offer:—

275 gns.—1938/9 Ford 8 saloon, recond. engine, excellent coachwork, any trial; choice of three.—2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). batt. 1107-8-9. [5648

1947 Ford 8 Anglia, one owner, £450, below

A.Z MOTORS, Palmerston Rd., N.W.6. Tel. Mai. 4723. [5905

DAGENHAM MOTORS Ltd., Ford main dealers.

1949 Ford Anglia, beige/brown, 6,000 miles.

1949 Ford Anglia, black/red, 6,900 miles.

1949 Ford Anglia, green/green, 8,300 miles.

1949 Ford Anglia, green/brown, 9,000 miles.

56, Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middlesex. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [5931

1949 Ford Anglia, 8,000 miles, condition as new, £625.

XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [5074

1949 Ford Anglia, beige, red upholstery, 11,000 miles one owner, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181) [2880

1939 Ford 8 saloon; £350.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham 7254. [4965

1938 Ford 8 saloon, in excellent condition mechanically very good bodywork and interior; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6114

1949 (Nov.) Ford 8 Anglia saloon, 2,800 miles only.—Autowork (Winchester). Tel. Winchester 4834/3406. [6497

£350.—1939 Ford 8 sal. black, leather upholstery and trimmings, 5 very good tyres, in excellent condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [5560

1939 Ford 8 saloon; £375, or 30 monthly instalments of £15/2/5.—The Cooden Engr. Co., Ltd., Bexhill, Cooden 600. [6472

H. A. SAUNDERS, Ltd., 1949 Ford Anglia saloon, 10,000 miles.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [6477

1939 Ford 8 black saloon, coachwork unblemished, mechanically perfect, any inspection or trial; £315.—Tel evenings, Loughton 4338. [6250

1949 Anglia, beige, 12,000 miles, one driver, faultless condition, offers exceeding £500.—Shepherd, Stable Cottage, Stone, Bucks. [6668

1946 Ford 8 Anglias, good tyres, very sound; from £430.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6803

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5. 1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367

HAMILTON MOTORS (LONDON), Ltd., offer: 1949 Ford Anglia, 10,000 miles, as new; £585.—466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). [6594

1938 Ford 8 saloon, black with green upholstery, reconditioned engine recently fitted, bodywork in excellent condition; 3 months' guarantee; £290.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051 [5684

Ford Eight Cars Wanted

CASH waiting for good Ford 8 saloon not before 1936.—Tel. Gra. 2530. [1461

I REQUIRE post-war Ford 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [9710

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Eight Cars Wanted

CASH buyers 1 low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0588

1939-1949 Ford 8 saloon urgently required. —Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4915

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3134

FORD (10 h.p.)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1947 Ford Prefect saloon, colour grey, cloth upholstery, £625.

1949 Ford Prefect saloon, colour beige, cloth upholstery, mileage 11,000; £775.

1946 Ford Prefect saloon colour metallic blue, red leather upholstery; £600.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9314

OVERSEAS CARS, Ltd.

1949 Ford Prefect saloon, green/cloth, 10,600 miles; £775.

1949 Ford Prefect saloon, green/leather, 3,340 miles; £795.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5650

ROUNDABOUT offer:—

1948 Ford Prefect, 18,000 miles, colour grey; £695.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [2029

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

DICKS CAR SALES, offer:—

1949 Ford 10 saloon, leather upholstery, 5,000 miles; £775.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [5893

WARWICK WRIGHT, Ltd., offer:—

1949 Ford Prefect 10hp saloon, black, fawn cloth, 4,000 miles; £795.

1949 Ford Prefect 10hp saloon, suede green, brown leather, 5,000 miles; £825.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6596

CHARLES RICKARDS, Ltd., offer:—

1949 (Nov.) Ford Prefect saloon, black with cloth upholstery, one careful owner since new, genuine mileage 6,254, faultless condition; choice of two; £775.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [6413

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Prefect, black/cloth, 800 miles.

1949 Ford Prefect black/hide, 3,000 miles.

1949 Ford Prefect green/hide, 10,000 miles; choice of two.

1949 Ford Prefect, black/hide, 9,000 miles; choice of two.

1949 Ford Prefect, black/hide, 7,000 miles.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middlesex. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [5935

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Ford Prefect, colour green, 4,000 miles; £775.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1330

1949 (Nov.) Ford Prefect, in exceptional condition; £760.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [5961

1949 Ford Prefect, black with cloth upholstery, 12,095 miles; £735.

1949 Ford Prefect, black, brown leather, mileage 12,360, excellent condition; £750.—Pantiles Service Garage, London Rd., Guildford 5326. [6386

H. A. SAUNDERS, Ltd., 1949 Ford Prefect saloon, 13,000 miles, one owner.—Below.

H. A. SAUNDERS, Ltd., 1949 Ford Prefect saloon, 2,500 miles, one owner.—Below.

H. A. SAUNDERS, Ltd., 1949 Ford Prefect saloon, 10,000 miles.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [6478

1949 Ford Prefect saloon, leather upholstery, 11,000 miles; £750.—Galvin, Tideway 2135. [6830

1949 Ford Prefect, 9,000 miles, leather.—Mac, 12 Brambledown Rd., Wallington, Surrey 6397. [6608

1949 (Nov.) Prefect, 10,000 miles, black, green leather, as new; £750.—Hertford 2897. [6450

1949 Ford 10 Prefect, black, leather upholstery, low mileage, one owner, as new throughout; £795.

1938 Ford 10 saloon, in first class condition throughout, any trial; £350.—Below.

1947 Ford 10 saloon, black, as new throughout; choice of two from £575.—Below.

1939 Ford 10 4-door saloon, black, just recellulosed, in excellent condition throughout, any trial; £425.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6655

FORD (10 h.p.)

1949 (August) Prefect, 9,000 miles, black, red leather, perfect condition; £750; 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13, Lee Green 0254. [4227

1949 Ford Prefect, finished in mist green with cloth upholstery, 1,100 miles; £785; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St., Sheffield, 1. Tel. 24687. [4867

1940 Prefect, beige saloon, leather, 2-door, showroom condition; £345.—Peck, South Muskham, Newark. [6673

195gns.—1937 Ford 10 4-door, leather upholstery, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6103

£375.—Ford Prefect 1939 4-dr. sln., in excellent condition throughout, set £10 loose covers fitted; many others.

DENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50yds Holland Park Tube). [6274

1949 Ford 10 Prefect saloon, 5,000 miles, quite like new.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [6495

1949 May Ford Prefect sal., green, 7,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6347

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage all guaranteed. [7392

1947 Ford Prefect saloon, black, splendid condition; £525.—Rogers Garage, 72, Chiswick High Rd., W.4. Chiswick 4815-6. [5884

1949 Ford Prefect, low mileage, as new; £675.—Barnes Garage, 315, Finchley Rd., Hampstead N.W.3. Ham. 2221. Mal. 1627 [1655

A

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

£375.—1938 Ford 10 saloon, black, maroon, leather upholstery, reconditioned engine, 5 very good tyres, in showroom condition.

MAKIN & HARRISON (MOTORS), 492-6 High Rd., Chiswick. Chiswick 0558/2619. [5558

ARCHIE SIMONS & Co., Ltd.—Ford Prefect, registered February 1949, immaculate condition; £675.—94, Gt. Portland St., W.1. Lan. 1343. [6760

1949 Ford Prefect saloon leather, 2,000 miles; £750.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [4821

1949 Ford 10 Prefect saloon, radio, leather interior, low mileage; £695.—Bowen, Hillside Garage, Edgware. Tel Edgware 4464-5. [5917

1949 Ford Prefect saloon, latest type, leather upholstery, £775; also 1938 Ford 10 saloon, 4 door very clean and in excellent running order; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gla 2234 [9400

WALTER SCOTT, Ltd.—1949 Ford Prefect, black, 11,000 miles, as new; £750; exchange, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [1299

1936/37 Ford 10 4-door saloon in leather, clean inside and out, believed one owner; accept 200gns.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6787

1949 (October) Ford Prefect saloon, finished mist green, leather upholstery, 9,000 miles only, fitted twin horns, spot lamps, demister, taxed, as new throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6605

50 miles only.—A golden opportunity to secure practically new car, 1950 series (Nov., 1949) Ford Prefect saloon, finished black, full equipment.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146 [6020

TANKARD & SMITH, Ltd. offer 1947 Ford Prefect saloon in black with green leather, genuine low mileage; £595; three month.' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [6524

FORD (10 h.p.)

575gns.—Ford Prefect, March 1947, 10hp 4-door saloon, black, brown leather, one careful owner, exceptional condition, taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6540

NAYLOR & ROOT, Ltd.—1946 Ford 10 Prefect, black, brown leather; one very careful owner; excellent value; any trial; £495; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [6270

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

I NEED post-war Ford 10 immediately.—Fortune, 17, Astwood Mews S.W.7. Tulse Hill 2768 (day). [9712

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

1949 Ford 10 Prefect saloon required.—Turnbull, Ross House, Station Hill, Winchester. [6505

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

POST-WAR Ford 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0854

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56 Park Lane London, W.1. Regent 4866. [0156

1939-1949 Ford 10 saloon urgently required. —Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4916

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

FORD (V.8)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Pilot saloon, colour black, brown leather, Pye radio, mileage 15,000; £950.

1948 Pilot, colour blue, blue leather, mileage 17,000; £945.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444. [2859

DICKS CAR SALES offer:—

1947 Ford V.8 saloon, right-hand drive, American model; £950.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5053

SIMPSON'S MOTORS, offer:—

1948 (genuine) Ford V.8 2-door sedan, fitted with radio and heater, low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wemb.ey 3903 [4795

WARWICK WRIGHT, Ltd. offer:—

1949 Ford V.8 Pilot saloon, black, fawn cloth, radio and heater, 12,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4423

1949 Ford Pilot saloon, leather, radio, heater; £1,025.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6687

£150—1937 Ford V.8 4-door saloon, 1950 engine, taxed.—209, Northolt Rd., S. Harrow. [6369

1948 Pilot saloon, H.M.V. radio, heater, and really carefully used; £895.—Campbell Symonds, Wembley 6262. [5536

1949 (November) Ford Pilot saloon, black, grey cloth upholstery, 7,000 miles, fitted radio and heater, taxed December.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5209

CASS'S MOTOR MART, 1937 Ford V.8 30hp saloon, black, new engine just fitted, written guarantee.—5, Warren St., W.1. Euston 4110. [4797

GORDON CARS (LONDON), Ltd.—1948 Ford Pilot saloon, blue, leather, radio.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6775

1949 Ford Pilot de luxe, finished in black with brown hide upholstery, fitted radio and heater, 7,000 miles; £1,050; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St., Sheffield, 1. Tel. 24687.

£395.—1938 Ford V.8 81A drop head foursome coupe, recellulosed grey, red hide, nice condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6628

1948 Ford V.8 Pilot, black leather upholstery, Rapid heater, carefully maintained, 22,000 miles, new tyres just fitted; £875.—Tel. Hollis, Tem. 0945, or Wes. 0255, after 8 p.m. [6720

1949 (just out) Ford Pilot saloon, finished black with grey cloth upholstery, 7,000 miles only, fitted radio and heater, 1 owner, taxed, as new throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5205

275gns.—Ford V.8, 1937 model, 4-door saloon, dark blue, grey cloth, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6561

1947 genuine American Ford super sedan de luxe, one previous owner, small mileage, almost as brand new, super luxury car, exceptional opportunity; £1,075, terms, exchanges.—Carmasters, 35-7, Upper Elmers End Rd., Beckenham. Bec. 6977. [5827

Ford V.8 Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require Ford Pilot.

EXCEPTIONAL prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [6746

GOOD condition Ford V.8 drop head or coupe wanted. —Tel. Valentine 2098 or 4674. [4525

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford V.8 Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s.—Wembley 3903. [9143

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

BRITISH & COLONIAL MOTORS, Ltd., require good Ford Pilot cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6694

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

WANTED.—1938/39 Ford V.8 coupe to replace a "fire loss," must be in A1 condition, saloon considered. —Details to G. T. Reed & Co., Assessors, 16, Orchard St., Bristol, 1. [6290

UTILITY—FORD OR OTHER BODIES

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Fordson 8hp 4-seater utility, gun-metal, 12,000 miles.

56, Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Mddx. Perivale 3388 and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [6365

£185.—1937 22hp Ford V.8 utility, excellent condition throughout.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [6825

1948 first reg. (October) Ford Mercury utility, excellent condition: £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [3474

195 gns.—Ford V.8, registered 1947, 30hp 4-door timber utility, maroon bonnet and wings, glass all round, drop tail-board, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6545

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd

FORD main dealers.

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee. —198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0938

W

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7354

FORDS wanted.—Smith's, 86 Chalk Farm Rd., N.W.1. Gul. 2767. [0823

APPROACH us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-198, King's Rd., S.W.3. Flaxman 4801-2-3. [6816

LUTON MOTOR Co., Ltd., Ford main dealers require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [0042

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0231

F. H. PEACOCK, Ltd

COMPREHENSIVE stock of spares for all Ford and Fordsons; ignition and door lock keys despatched by return.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401; also at

FOORD Rd. Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2233. Main Ford dealers; service and all spares [0093

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2. (Brixton 6431), main Ford dealers; service and all spares. [0110

FOR Ford mudguards, running boards, 1933-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0583

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

FRAZER NASH

ANTHONY CROOK offers: 1949 Frazer Nash Le Mans replica 120mph 2-seater, as so successfully raced by Anthony Crook last season (numerous successes included fastest lap (tie) of all British cars in Silverstone Production car race, fastest lap last Castle Coombe 2-litre sports race, etc., third tourist trophy race up to 2 litres); other successes Goodwood, Blandford, Shelsley, etc.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 2232/3. [3480

Frazer Nash Cars Wanted

ROWLAND SMITH'S the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

ROSE & YOUNG, Ltd., offer Frazer Nash-B.M.W. type 328 2-seater, immaculate condition inside and out, speedometer reading 28,000, finished in ivory with black leather; £815.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5055

ANTHONY CROOK offers for sale his own highly successful 328 115mph 2-seater, as successfully raced, placed or won practically every event ever entered, only owners E. M. Thomas and Anthony Crook, complete history from new; also a fully streamlined post-war 2-seater.—Anthony Crook Motors, Ltd., Bristol distributors Caterham Hill Surrey Tel 2232/3 [5479

395 gns.—Frazer Nash-B.M.W. 1936 2-litre Type 55, super sports 2-seater, black and silver, tuned engine, Martlett pistons and valves, special large sump, vertical Bosch magneto, Andre shock-absorbers, good tyres, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6542

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers —Hampstead High St. (Hampstead Tube). Ham 6041

HANSA

1938 Hansa 1700 sports saloon, most attractive and beautifully kept example of this fine car; £450.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [6638

HEALEY

BROOKLANDS.

HEALEY distributors for London and the Home Counties.

HAVE for demonstration and early delivery the special drop head 4-seater coupe by Abbotts of Farnham; also 2-door, 4-seater sports saloon by Tickford. Particulars available on request.

1950 Healey Silverstone sports 2-seater, red, beige leather, speedometer reading 5,000 miles, high-compression pistons and many extras; B.M.T.A. permission to sell.

1949 Healey sports saloon, maroon, red leather, speedometer reading 10,000 miles.

1948 Healey sports saloon, black, red leather, exceptional condition throughout.

103, New Bond St., London, W.1. Tel. Mayfair 8351-6. [6648

CHIPSTEAD MOTORS Ltd.—See our advertisement under Sports Cars. [5633A

1948 (June) Healey std. saloon, metallic blue, blue leather, 19,000 miles; £1,650.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [6585

1948 Healey 2.4-litre fourrome drop head coupe by Duncan, Green, beige leather, 12,000 miles: £1,495.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [6584

1950 Healey Silverstone, specially tuned high compression engine, successfully raced by Edinburgh enthusiast, being third to two Grand Prix Maseratis at last Scottish Road Race, 5,000 miles, immaculate; £1,295.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill Surrey Tel. 2232/3. [5478

Healey Cars Wanted

J. H. BARTLETT.—Healey saloon, tourer or Silverstone models wanted.—27a, Pembridge Villas, W.11.

HILLMAN 10

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Hillman Minx Mark II, mileage 15,000, colour black, leather and cloth upholstery, taxed for year; £760.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9310

BROOKLANDS.

1949 Hillman Minx 4-str. drop head coupe, blue, blue leather, small mileage.

103, New Bond St., London, W.1. Tel. Mayfair 8351/6. [6647

OVERSEAS CARS, Ltd.

1948 Hillman Minx saloon, black, brown cloth, in excellent condition throughout; £750.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6613

BROWN'S for Hillmans.

1942 Hillman 10hp saloon de luxe, excellent condition; £465.—Brown's Garage, Loughton (Essex) 4119 (Tube) [4793

MONTROE MOTORS offer:—

1948 Hillman 10 drop head coupe; £765.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill Essex. Buc 1171-2. [2482

CHARLES RICKARDS, Ltd., offer:—

1949 (Sept.) Hillman Minx saloon, green, one owner, low mileage; choice of two; £885.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [6415

S. G. SMITH (MOTORS), Ltd., offer:—

1946 Hillman Minx drop head coupe, fitted radio, exceptional condition throughout, £560; 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [6146

HILLMAN 10

CHARLES FOLLETT, Ltd., offer:—

1949 Hillman Phase IV saloon, dove grey, red leather, 1 owner, radio, 13,000 miles, guaranteed; £935.

18, Berkeley St., W.1. May. 6266.

SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6829

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx latest model saloon, dove grey, red leather, 5,000 miles; £975.

1949 Hillman Minx 10hp saloon, black, brown leather and cloth, 4,000 miles; £895.

1949 Hillman Minx latest model saloon, black, brown leather, 8,000 miles; £975.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6599

WADDINGTON MOTORS, Ltd., offer:—

1949 (Nov.) Mark IV Minx, pastel green, brown upholstery, many extras, taxed; £925.

1948 Hillman Minx phase II saloon, as new; £775. —Fortune Green Rd., N.W.6. Ham. 2211.

KENTISH & THOMSON, Ltd., offer:—

1948 Hillman Minx Phase II drop head coupe, black, with brown leather interior, exceptional condition throughout; £750; also

1948 Hillman Minx Phase II saloon, one owner, low mileage, spare unused, grey with blue interior, quite faultless; £765.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [6729

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Hillman Phase III, only 400 miles, green and brown leather; £975.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1332

GORDON CARS (LONDON), Ltd.—1949 Hillman Phase IV, 500 miles only.—Below.

GORDON CARS (LONDON), Ltd.—1948 Hillman Phase II drop head coupe, black, 15,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Hillman Phase II saloon, green, 16,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [6772

H. A. SAUNDERS, Ltd., 1948 Hillman Minx Phase II saloon, 13,000 miles, one owner.—Below.

H. A. SAUNDERS, Ltd., 1948 Hillman Minx Phase II saloon, one owner.—Below.

H. A. SAUNDERS, Ltd., 1949 Hillman Minx Phase IV saloon, one owner.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [6495

1947 Hillman Minx saloon, black, brown leather, £550.—Haskins, Ladbroke 1155. [4774

1949 (September) Hillman Minx, fawn with red leather, excellent condition; £835.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [6013

1948 Phase II Hillman estate car, 11,000 miles, moorland grey, absolute bargain; £750.

A.Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mal. 4723. [6733

1948 Hillman Minx saloon, Phase II, speedometer 14,000, in very good condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [9399

1947 Hillman Minx, one owner, nominal mileage, excellent condition; £650; 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254 [6618

1947 Hillman Minx d.h. coupe; £650.—Blue Star Garage, 617, Finchley Rd., N.W.3 Ham. 2254. [4967

£365.—Hillman 10 1939 4-dr. sln., leather interior, sldg. roof, good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50yds. Holland Park Tube). [6273

375 gns.—1939 Hillman 10 sun saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6101

1948 Hillman Minx saloon, grey, one owner appearance as new; £735.—Grove Motors North Rd., Southall 3477. [2911

1937 Hillman 10 de luxe saloon, excellent, guaranteed; £240; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6727

HILLMAN Minx 1948, chauffeur driven, good condition; for sale to best offer; available for inspection in London by appointment.—Box 7665. [6467

1938 Hillman Minx saloon, in very good condition; £335.—Vandervell's (Buyers of good used cars), 215, Haverstock Hill, N.W.3 Primrose 4441.

1949 Hillman Minx saloon, neglible mileage, fawn and red, superb condition.—Sidney Marcus Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [6590

1948 Oct. Hillman Phase II drop head coupe, 7,000 miles, radio; £815.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6655

1947 Hillman Minx, second engine, loose covers, immaculate condition; £645.—Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [6018

1948 (October) Hillman Minx, Phase II drophead coupe 7,000 miles radio; £835.—L. F. Dove, Ltd., 111-115 Addiscombe Rd., Croydon. Addiscombe 3066 [1651

1948 Hillman phase II saloon, fawn/cloth interior, 16,000 miles, one owner; 3 months' guarantee; £775.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051 [4733

1948 Phase II Hillman Minx coupe, black, with brown upholstery very clean and taxed; accept £755.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [9273

1933 Hillman 10 saloon, black with fawn leather upholstery, a very reliable motor, in clean condition; £147.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051 [5080

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1947 Hillman Minx saloon, one owner, any inspection, three months' guarantee; £675.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [6753

ROSE & YOUNG, Ltd., offer: 1949 Hillman Minx Phase III, fitted heater, good condition; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6085

£155.—1934 Hillman Minx, reconditioned engine, nearly new tyres all round, very good condition; hire purchase terms arranged.—Monahan Motors, 594, London Rd., Thornton Heath 5081. [6123

TANKARD & SMITH, Ltd., offer 1949 Phase III Hillman Minx saloon in mist green, genuine 12,000 miles only, a perfect car in every respect; £865, three months' written guarantee; also 200 guaranteed used cars of all makes.—198 Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [6320

1938 type Hillman Minx 10hp saloon, clean black paintwork with blue leather upholstery, exceptionally clean interior, kingpins just renewed, nice performance; £295 cash or £95 deposit, balance payable by equal monthly payments.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [5881

NAYLOR & ROOT, Ltd., 1948 Hillman Minx drop head coupe, smoke grey, blue upholstery, immaculate condition throughout, any trial; £755; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [6269

TANKARD & SMITH, Ltd., offer 1947 Hillman Minx d./h. foursome coupe in blue with leather to match, immaculate condition throughout, genuine 21,000 miles only; £645; also 1947 saloon in grey, with attractive cloth interior, one owner, moderate mileage; £625; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [6325

HILLMAN 14

£325.—1938 Hillman 14 sal., black, engine reconditioned, 5 very good tyres.
MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558,2619. [5559

1939 Hillman 14 de luxe, black, red upholstery, this motor car is in very exceptional clean condition throughout, all good tyres; £365.
DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [6625

HILLMAN 21

LIMOUSINE de luxe 1938 21hp, partition, widest occasionals, specimen carriage, private; £695.—Alpe & Saunders (100 Limousines: Lists posted) Providence Court, North Audley Street. Mayfair 2941. [6520

HILLMAN MISCELLANEOUS

1937 Hillman limousine, excellent condition, colour black; £485.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6417

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

RSROWLAND SMITH'S the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0941

RROOTES, Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

I NEED post-war Hillman immediately.—30 Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [9713

POST-WAR Hillman 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0655

CASH buyers of low mileage Hillman Minxes; distance no object.—Hatton's, Lord St., Southport. Tel. 2268. [0792

ALSONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

WE are cash buyers of all Hillman post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [6883

CHIPSTEAD MOTORS Ltd., Onslow Garage, 197 Fulham Rd., Kensington S.W.3, are keen buyers of late models. Flaxman 0052. [1042

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

RAYMOND WAY the hire-purchase specialists, are still buying Hillman and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128

NOTTINGHAMSHIRE distributors, Humber Hillman always prepared to purchase first-class condition recent models Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381 [0552

Hillman Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0230

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0364

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years) well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0587

ROBERT CHIDLEY, Ltd.—Factory recon. engines, axles and gear boxes; all spares for Hillman from 1936 onwards, specialists tools, work shop, breakdown service and information available.—658, High Rd., Tottenham, N.17. Tel. Tot. 2920, 3343. [4544

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9892

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,
SOLE concessionaires.

1950 Series Hotchkiss Paris-Nice saloon, 7,000 miles, as new.
SALES and service.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines) [6461

ROSE & YOUNG, Ltd., offers 1937 Hotchkiss (Cabourg) 3-litre 4-door saloon, immaculate condition, speedometer reading 31,000, believed genuine; £495.—65-69, Sternhold Av., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1375

Hotchkiss Cars Wanted

REQUIRED, post-war Hotchkiss car.—Richardson, Radclive Mill, Buckingham. Tel. 3210 (evenings). [6427

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,
SOLE distributors for London and Home Counties.
SOLE offer:—
NEW and unused H.R.G. cars available for immediate delivery.

1947 (June) H.R.G. 1100 2-seater sports, 21,000 miles.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1009

H.R.G. Spares and Service

CHARLES POLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266
SPARE parts.
SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

HUDSON

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Hudson Commodore 8 saloon, r.h.d., colour green, fitted radio and heater, low mileage; £1,575.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858

£275.—1937 Hudson Straight 8 drop head coupe, black, hide interior, taxed, fitted radio, good tyres, impressive appearance, faultless runner, a genuine bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6636

HUDSON saloon, 20hp, grey with red (real) leather upholstery, four almost new tyres and two spares, complete Bosch radio, large luggage boot, 1937 model, laid up six years during war, small mileage, one owner, recently checked over by Hudsons; price £500.—Apply Brigadier Gibbs, Cliffordine, Rencomb, Cirencester. [6713

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines, spares and service, quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham [0566

HUMBER

BROOKLANDS.

1947 Humber Super Snipe saloon, maroon, leather and cloth upholstery, fitted loose covers, speedometer reading 9,000 miles.
103 New Bond St., London, W.1. Tel. Mayfair 8351-6 [6649

CAR MART, Ltd.

SEE advertisement on page 26. [5930

NEWNHAMS, Ltd.

1948 Humber Hawk saloon, black with fawn, excellent condition.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7612

WIMBUSH for Hawks.

1949 Humber Hawk saloon, bronze with red leather, fitted heater and radio, 12,000 miles; £1,275.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [6798

HUMBER

TOM GARNER, Ltd., offer:—

1949 Humber Super Snipe saloon, steel grey with grey leather, heater, radio, etc., 10,000 miles.

1949 Humber Hawk Mark III saloon, pastel green with brown leather, H.M.V. radio, 13,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6340

DICKS CAR SALES offer:—

1946 (Sept.) Humber 18hp Snipe saloon, special export model, choice of three; £795.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [9392

GLANFIELD LAWRENCE offer:—

£895.—1946 Humber Super Snipe, black with brown leather upholstery.—407, High Rd., N.12. Finchley 0091. [3372

H. A. SAUNDERS, Ltd., offer:—

1949 Humber Hawk saloon, black with brown leather upholstery, 3,000 miles; £1,475.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [6242

PHILIP RICKARDS, Ltd., offer:—

1949 Humber Hawk, golden beige/red leather, H.M.V. heater.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [6408

CHARLES POLLETT, Ltd., offer:—

1949 Humber Super Snipe saloon, black, brown leather, one owner, 22,000 miles, completely serviced and guaranteed.
18 Berkeley St., W.1. May. 6266.
SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6833

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Super Snipe, 27hp saloon, almond green, buff leather, radio and heater, 8,000 miles; £1,650.

1949 Humber Super Snipe, 27hp saloon, steel grey, grey leather, radio and heater, 2,000 miles; £1,625.

1949 Humber Hawk 14hp, satin bronze, red leather, 2,000 miles; £1,450.

1948 Humber Snipe 18hp saloon, black, fawn cloth, 11,000 miles; £1,295.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6598

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Humber Hawk, 9,000 miles; also 1947, 23,000 miles.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6104

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Humber Hawk saloon, upholstery, leather, fitted heater, 3,800 miles, a new car; £1,475.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [6785

LIMOUSINES, 1946/47 partition, widest occasionals, black, exceptional carriages. Below.

1949 latest limousine, partition, widest occasionals, black, small mileage, meticulously maintained. Seen. Alpe & Saunders (100 limousines, lists posted). Providence Court, North Audley St., Mayfair 2941. [6513

£350.—1938 16hp Humber saloon.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, grey, 8,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe, grey, 17,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1948 Humber Super Snipe saloon, black, excellent condition.—Below.
GORDON CARS (LONDON), Ltd.—1948 Humber 18hp Snipe saloon, black, perfect order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6765

1949 (August) Humber Hawk, bronze with red leather.—Doosons, Ltd., Staines, Middlesex. Tel. 801. [6372

H. A. SAUNDERS, Ltd.—1937 Humber 21 saloon.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6481

IMPERIAL Humber 27hp saloon, superb coachwork in black with beige leather, 200 miles since overhaul, 1939; £495.
WADCOL MOTORS, 150/6 West End Lane, N.W.6. Hampstead 1177. [6328

1937 Humber 27 sports saloon; £245.—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [6430

HUMBER 21 sports saloon, 1939, new bearings, crankshaft ground; £425.—Dodds, 2, Cedar Crescent, Lowfell, Gateshead-on-Tyne. [6251

1947 Humber Super Snipe saloon, immaculate condition; £895.—Broadway Motors, 67, High St., Hounslow. Tel. 0175 [6575

HUMBER Hawk, 1948, chauffeur-driven, good condition; for sale to best offer; available for inspection in London by appointment.—Box 7666. [6469

HUMBER HAWK (November, 1949), heater, radio, seat covers, rim embellishers, condition as new; £1,350.—Hooper, 58, High St., Baldock. [6739

1949 Humber Super Snipe, black, radio, heater, 8,000 miles; £1,550.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [6455

1948 (May) Humber Snipe saloon, 18hp, maroon radio, loose covers, good tyres, excellent condition inside and out.—Bath, Biggleswade 3119 (Beds). [6456

1949 (July) Humber Super Snipe, gunmetal/grey leather, H.M.V. push-button radio, one owner, immaculately kept; £1,395.—G. E. Harper, Stevenage. Tel. 81 & 600. [6740

1938 Humber 18hp limousine glass winding partition, full 6-seater saloon, immaculate; £350; terms, exchanges.—Tel. Amherst 2000. Turner, 99/117, Clarence Rd., London, E.5. [4511

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

HUMBER Imperial 7-seater saloon by Thrupp & Maberly, first regd. 22.12.49, finished in maroon with beige leather upholstery, 4,000 miles only, fitted radio and heater, condition as new.—ARTHUR MULLINER, Ltd., Bridge Street, Northampton. Tel. 907. [6683

1949 (just out) Humber Hawk de luxe saloon, finished black, leather upholstery, genuine 8,000 miles only, direct from original private owner, absolutely spotless, trade enquiries welcomed.—MOTOURISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2301-2. [6606

£777.—This is one of the cheapest and best offered 1946 model Humber Super Snipe, bodywork showroom condition, mechanically excellent; 3 months' guarantee; hire purchase, exchanges.—LAMBS of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6095

1949 (July) Humber Super Snipe saloon, almond green, with brown leather upholstery, 9,000 miles, immaculate; written guarantee; £1,495.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [4748

1949 (April) Humber Super Snipe de luxe streamlined saloon, 7,000 miles only, finished grey with leather upholstery to match, one private owner, absolutely as new throughout, taxed December; trade enquiries welcomed.—MOTOURISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2301-2. [3302

850 gns.—1947 Humber Super Snipe 4-door de luxe sun saloon, black, brown hide upholstery, new carpets, £10 tax, overhauled and in absolutely immaculate condition throughout; deposit £298, balance up to 24 months.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [9939

525 gns.—Humber Super Snipe, 1940, reg. Feb. 1942, 27hp de luxe 4-door saloon, dark blue, sliding head, blue leather, Philco radio, heater, good tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6544

Humber Cars Wanted

ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Humber cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Humber immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1289 (day). [9709

CASH buyers of low mileage Humber Hawks; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0795

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6691

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advert under parts and accessories. [8268

ENGINES and gear boxes, reconditioned exchange units, 1934-48; trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 25690. [0345

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35 Grant Rd., Addiscombe, Croydon, Surrey.

INVICTA

A.F.N., Ltd., offer a number of new Black Prince Invicta chassis, some complete less engine and transmission, attractive proposition for enthusiast who can fit his own engine, no purchase tax chargeable on incomplete chassis.—FALCON Works, London Rd., Isleworth. Tel. Hounslow 0011. [5636

JAGUAR

BROWN'S for Jaguars.

1939 Jaguar 1½-litre saloon de luxe, immaculate condition; £575.

1939 Jaguar 1½-litre drophead foursome coupe, excellent condition; £495.—Brown's Garage, Loughton (Essex) 4119 (Tube). [5610

WIMBUSH for Jaguars.

1949 Jaguar Mark V saloon, 3½-litre, gunmetal with blue leather upholstery, 7,000 miles, H.M.V. radio, immaculate condition; £1,850.

1949 Jaguar Mark V saloon, 3½-litre, grey with blue upholstery, 12,000 miles; £1,795.—R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [5085

TOM GARNER, Ltd., offer:—

1949 Jaguar 3½-litre Mark V saloon, grey with grey leather, 16,000 miles.

1949 Jaguar 1½-litre special equipment saloon, suede green with green leather, radio, discs etc., 8,000 miles.—TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6341

JAGUAR

HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors. SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751)
HOUNSLOW (Hounslow 5454).
FINCHLEY (Finchley 0081).
GREAT WEST Rd (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141)
HENLYS, Ltd., England's Leading Motor Agents. [0027

DICKS CAR SALES offer:—

1939 Jaguar 1½-litre saloon, recent overhaul; £525.

1939 Jaguar 1½-litre drop head foursome coupe, condition above average; £525.—DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [4395

WARWICK WRIGHT, Ltd., offer:—

1948 Jaguar 3½-litre saloon, gunmetal grey, grey leather, 15,000 miles; £1,495.

1949 Jaguar 3½-litre Mark V saloon, black, brown leather, 6,000 miles; £1,895.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5672

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 (September) Jaguar 2½-litre saloon, colour black, fitted radio, heater and discs, 17,000 miles, new tyres; £1,195.—JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [6594

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 (November) Jaguar Mark V 2½-litre, black with beige leather, 7,000 miles, as new; £1,825; another:—

1949 (December) Jaguar Mark V 3½-litre, black with brown leather, H.M.V. radio, 7,000 miles, as new; £1,895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6784

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon, black, 13,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1946 Jaguar 1½-litre S.E. saloon, black, H.M.V. radio, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6768

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3339.

1949 Jaguar Mk. V saloon, unquestionable condition.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. [6499

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

1937 (Aug.) 1½-litre Jaguar saloon, really beautiful condition throughout; £355.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [6015

1947 model Jaguar 3½ (November, '46) saloon, metallic grey with red leather, fitted heater and wheel discs, small mileage, magnificent condition; £825.—JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [3924

1948 Jaguar 1½ special equipment saloon, black, brown leather, one owner; £990; real bargain.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [6807

1947 Jaguar 1½-litre special equipment saloon, black, condition as new throughout; £975; also one other in excellent condition.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6122

1947 Jaguar 3½-litre saloon, 21,000 miles, fitted with radio and heater, taxed, in beautiful condition; £995, terms, exchanges; three months' written guarantee.—Chain Garages, Ltd., Hanger Lane, Western Ave., W.5. Perivale 4404-5. [6511

495 gns.—Jaguar 100, 1939, 3½-litre super sports 2-seater, bronze with red leather, outside exhaust, bronze cylinder head, Scintilla magneto, standard and racing screens, new hood, unworn tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6545

GENUINE bargain, Jaguar 2½-litre (May '37) sports 4-seater sunshine saloon, original super finish black, definitely no corrosion, clean upholstery, new roof linings, a most attractive really fast economical and thoroughly reliable small mileage sports saloon, 2 enthusiast careful owners, fitted p100, head lamps, large spot lamp, chauffeur maintained and kept regularly sprayed with penetrating oil, self-centering steering, perfect brakes, quiet transmission and a pleasure to drive 15 to 80 in top, no messing, genuine bargain, £280; 300 miles' trial, also photo to genuine enquirer.—1, Bentley Rd., Manchester, 21. Tel. Any time Chorlton 1288. [6667

JAGUAR

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1946, immaculate black finish, a one-owner car which has been maintained solely by distributors right from new, radio, air-conditioning and every luxury, nominal low mileage; £895.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1940, fitted discs, radio and heater, most outstanding mechanical order, new Dunlop 90's; £525.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1946-7, superb specimen, whole car in spotless order, maintained solely by distributors right from new, low mileage; £875.

CAMDEN MOTORS.—Jaguar 2½-litre foursome drop-head coupe, 1939, most attractively finished in suede green with dark grey mohair hood, carefully and moderately used, excellent performance; £545.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1939, handsome and impressive car, finished in metallic red with red leather, extensive engine overhaul by distributors August this year, several special features, Fram filter, radio, etc.; £550.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1936, finished in silver grey, clean condition for the year, good performance, several useful extras; £295.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, February, 1947, immaculately maintained by one careful owner, sparkling black cellulose, red leather, very small mileage; £695.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon 1939-40, one owner since new, carefully stored 4½ years, moderate mileage, original condition throughout, tip-top mechanical order; £565.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp foursome coupe, 1939, original black cellulose, red leather, fitted brand new hood and five new tyres; £495.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp foursome drophead coupe, 1939, metallic red with red leather and dark grey hood, excellent performance; £485.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, similar model to above, sound coachwork and chassis, replacement engine fitted November, 1949, approximate mileage just under 10,000, outstanding opportunity; £545.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, original black finish, red leather upholstery, very good mechanical order, new Dunlops; £495.

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock. Write for post-free catalogue. Easy and confidential hire purchase facilities; part-exchanges; purchasers' fares refunded in full from any part of the country. Free delivery anywhere in the United Kingdom. Showrooms open 'til 8 p.m. Mon.-Sat. [6441

Jaguar Cars Wanted

HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
GREAT West Road (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION. (Gulliver 4141.)
MANCHESTER.—1-5, Peter St. (Blackfriars 7483.)
HENLY'S, Ltd., England's Leading Motor Agents. [0028

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham 6041

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907 [6139

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars. Tel. Palmers Green 1205-7173. [6751

CAFFYNS, Ltd., are good buyers of post-war Jaguar cars.—King St., East Grinstead. Tel. 717 [9855

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd. Tottenham, N.15.

POST-WAR Jaguar required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0852

WANTED, 1947-48 Jaguar 1½-litre saloon, low mileage, no dealers.—Robinson, 2, Regent St., Cambridge. [5740

CASH buyers of low mileage 1½-litre Jaguars; distance no object.—Hattons Lord St. Southport. Tel. 2268 [0794

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6693

PRE-WAR Jaguar cars urgently wanted for cash.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106 [6143

ROSE & YOUNG, Ltd., will purchase for cash all types of Jaguar.—65-69, Sternhold Ave., S.W.2. Tulse Hill 6464. [2552

J. R. INWARDS Ltd., main dealers for West Middlesex, are anxious to buy Jaguar cars.—High St., Ruislip 3033/4/5. [0899

URGENTLY required, low mileage 1948-9 Jaguar 1½-litre saloon.—Gibsons Sports cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel 1681.

Jaguar Spares and Service

HENLYS, Ltd., ENGLAND'S Largest Jaguar Service Station.
GREAT WEST ROAD, Brentford (Ealing 3477).
SPARES and replacement engines for all models
AND at Manchester, Cheetham Hill Rd Deansgate 6216-7.
QUICK completion of repairs. [0849

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. FULL stock of spares, Jaguar repairs and maintenance. —Service Station, Green Lanes, N.13. Palmers Green 1205-7173. [6750

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire, Jaguar spares, replacement units and repair facilities.—Bath Rd., Slough. Tel. 22394. [0430

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares. 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [3530

JEEP

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps' detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

METAMET'S 12 Jeep conversions retain all advantages of Jeeps, yet offer comfort of luxury sports car, 6 months' guarantee, over 20 m.p.g., optional commercial registration.—100b, Belsize Lane, N.W.3. [0537

AUTOWORK (WINCHESTER), Ltd., the principal Jeep specialists, big selection of Jeeps, all grades, and special Jeep long chassis utilities; immediate delivery; prices from £200; trailers, spares and exchange units.—Tel. Winchester 4834/3406. [6496

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4 Chiswick 1919. [0033

245 gns.—Jeep (Ford), registered November 1948, green and red, hood and sidescreens, spare wheel, indicators, carefully used, excellent condition, genuine Jeep trailer available; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6560

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

100% Jeep firm; all spares by return, or over counter small or large quantities.—Wick Autos (see under Jeeps). [0366

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares 'phone Hampstead 8231.—100d, Belsize Lane, N.W.3. [0539

AUTOWORK (WINCHESTER), Ltd., the principal Jeep stockists, all spares and exchange units; Jeeps and trailers; keen prices.—Tel. Winchester 4834/3406. [6495

JOWETT

HMB ENTLEY & PARTNERS

JAVELIN main agents

1948 (November) Javelin de luxe saloon, black with red leather, excellent condition; £845. —Sackville House, 40, Piccadilly, W.1. Sloane 3094.

CHARLES FOLLETT, Ltd., offer:—

1949 Jowett Javelin saloon, beige, maroon leather, one owner, 20,000 miles, chauffeur maintained and guaranteed, really excellent condition throughout; value at £925.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6827

TRISTRAMS, Ltd., main dealers for Jowett Javelins.

1949 1½-litre saloon, fawn with beige leather, like new in every respect, mileage 10,115, one owner, perfectly maintained, guaranteed genuine; £995. —Tristrams, Ltd., Chester. Tel. 25262.

TRISTRAMS, Ltd., Chester, offer only genuine small mileage and fully guaranteed Javelin cars. [4807

1949 Javelin saloon, turquoise blue/beige leather, one owner, 8,000 miles, heater, as new, guaranteed; £995.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6507

MARRIOTTS GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war). Service, Tel. 1583. [0575

1949 (April) Javelin de luxe, turquoise, low mileage, in perfect order; £950.—Wimbush & Co., Ltd., Hendford Place, S.W.1. Abbey 6896. [6604

1949 Jowett Javelin, overhauled, low mileage, immaculate condition; £895.—Clarke's of Pirbright, Automobile Engineers, Jowett Distributors. Tel. Brookwood 2201/2. [4010

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485 Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565 [0302

£395.—Will buy a large 5-seater car with excellent performance, over 60mph, will do easily 40mpg. June, 1939, Jowett 8hp, in really magnificent and unusual condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin 6221 [6095

JOWETT

1949 Jowett Javelin saloon, black/brown leather, heater, as new; any inspection; three months' guarantee; £975.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [6755

1949 (July) Javelin, black, red leather, de luxe model fitted Scintilla Vertex, new oversize tyres, Lucas spotlamp, heater, taxed, 15,000 only, indistinguishable from new; £975.—V. W. Derrington, 159, London Rd., Kingston. Tel. 5621/2. [6051

Jowett Cars Wanted

HMB ENTLEY & PARTNERS.

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9990

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3130

Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency. Harrow 1908.

CROYDON.—Godfreys, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 3641. [0463

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7988.) [9247

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 28 years' Jowett experience; spares and service. [0759

LAGONDA

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LAGONDA distributors for London.

HAVE for show, demonstration and early delivery the new 2.6-litre saloons and coupes. Details and catalogues available on request.

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OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London S.W.7. Kensington 6642 (5 lines). [0264

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years' Service Manager to Lagonda, Ltd.), offer their warmest Christmas Greetings to their many friends and wish them good motoring in 1951.

273, London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. [0287

LAGONDA 3½-litre sportsman's convertible coupe, 1935, very handsome car in good condition, new hood, taxed and insured; £400; only reason for selling delivery of new car.—Mrs. Edwards, Rawlins Farm, Ramsdell, near Basingstoke. [5804

V.12 Lagonda, one of the two actual works cars built regardless of cost for Le Mans, lapped Brooklands at nearly 140 m.p.h., full weather equipment, absolutely ideal car for Silverstone Club races, etc., expensive rebuild just completed, Brighton speed trial time 32 secs. —Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 2232/3. [3482

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted. —Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0258

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0906

DAVIES MOTORS (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of early models and we now offer a reliable conversion on pre-war cars with i.f.s.

273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. We are open on Saturday mornings. [0217

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LONDON CARS offer:—

1938 New Series Lanchester 14hp saloon de luxe model I.F.5, reconditioned engine, handsome roomy body, written guarantee; £475.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [6404

LANCHESTER 10hp coupe (1934), 1950 reconditioned throughout, fluid-flywheel, preselector, exc. cond.; £300, or near offer.—Primrose 0964. [6281

LANCHESTER

BASIL ROY, Ltd.

1947 Lanchester 10hp saloon, one owner since new, very carefully maintained, appearance as new; £725.—161, Gt. Portland St., W.1. Langham 7733. [6568

BROWN'S for Lanchesters.

1939 Lanchester 11hp saloon de luxe, immaculate condition; £475.—Brown's Garage, Loughton (Essex) 4119 (Tube). [5609

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545

LANCHESTER 18, £300 overhaul last year, not taxed since December, 1949, reconditioned engine and gear box, recellulosed in black, new tyres and headlining, a specimen car in immaculate condition; £225.—Ambassador 1061, Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington Station.) [5060

TANKARD & SMITH, Ltd., offer 1937 Lanchester 14hp Roadrider saloon in grey and black with red leather, very clean and attractive car in excellent mechanical condition; £425; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [6323

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CMT HE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Lanchester 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6690

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3.

LANCIA

CHIPSTEAD MOTORS, Ltd.—See Sports Cars column. [1040

JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia; only first-class examples are offered.

PRESENT stock includes one unused post-war 2nd series 1,486cc model, and one 1939 de luxe saloon FULL details on request.

EXCHANGES, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274. [6748

1939 Lancia Aprilia Farina drop head coupe, excellent condition, most carefully maintained, low mileage.—The Bank House, Westerham. Tel. 65. [6282

£400.—1937 Aprilia, new tyres and battery, aluminium cabriolet body, engine is a bomb! —Chalmers, 20, St. Ann's Sq., Manchester. Blackfriars 4679 Day. [6712

Lancia Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require Lancias.

EXCEPTIONAL prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [6745

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0343

KEVILL-DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., sole representatives of the famous Italian company, have at times a choice of several cars for disposal, in first-class condition (including reconditioned engine); all repair work carried out by our staff of specialist mechanics and genuine Lancia factory made spare parts only used; spare parts for all models available and supplied at short notice; for information regarding used cars for sale, reconditioning, general service, technical data and latest modifications, apply to: Lancia Works, Alperton, Wembley (Perivale 5656). [0320

LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors London and Home Counties, offer:—

1949 Lea-Francis 18hp 6-light streamlined saloon, I.F.S., black, beige leather, H.M.V. radio, heater and demister, foglamps, loose covers, etc., one owner, 20,000 miles; this rather rare car offered at present list price, namely £1,200.

1949 Lea-Francis 14hp 6-light streamlined saloon, I.F.S., maroon, beige leather, one owner, 10,000 miles, superb condition throughout; £1,395.

1948 Lea-Francis 14hp 4-door saloon, black, 13,000 miles, one owner, radio, maintained by our own service station; £1,025.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [6834

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—
12, Wellesley Ave., W.6. Riv. 1413. [8983

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts
SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8370

LINCOLN

295 gns.—Lincoln Zephyr, 1937 model, 57hp V12 4-door saloon, black, grey cloth, sliding division, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6547

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln.—Wembley 3903 [7019

LLOYD

WALTER SCOTT, Ltd.—1949 Lloyd sports roadster, red, low mileage, excellent condition; £365.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [5696

Lloyd Cars Wanted

LLOYD roadster wanted; please write or tel. details.—Green, 122, Studland Road, Hanwell, London, W.7. Waxlow 3458. [6449

MERCEDES-BENZ

MERCEDES-BENZ (GT BRITAIN), Ltd., offer:—

1938 type 540K 4-5-seater cabriolet, engine recently overhauled by advertiser: £1,175.—Victoria 8715. [5110

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3.

36-220 s/c narrow sports 2-seater, red, P.100 lamps, terrific performance, bargain.

ROADSTER, s/c, 500K, 1937, March, maroon with beige leather, most attractive car in showroom condition.

COUPE, 2-3-seater fixed head, ex-Caracciola s/c, 500K, first reg. 1945, maroon, one of the prettiest cars in the country.

COUPE, 2-3-seater, s/c, 540K, 1939 model, finished in ivory with beige leather works overhauled at cost of some £800, showroom condition throughout.

CHOICE of others; we are also keen buyers of Mercedes.—Flaxman 0052 and 7253 [3965

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service Victoria 3144. [8530

MERCURY

SIMPSONS MOTORS offer:—

1948 first registered Mercury brougham saloon, 2-door, left-hand drive, radio, heater, seat covers, window washers.

1949 genuine Mercury 4-door sedan, radio, heaters, seat covers, defrosters, genuine low mileage, magnificent appearance.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [3966

M.G.

ELITE MOTORS offer:—

1937 M.G. T.A. 2-seater, black with red upholstery, 4 nearly new tyres, good all-weather equipment, excellent road performance, choice of 2; £375.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, four lines. [6614

WOODBAIN CARS offer:—

£250.—M.G. 12hp N type Magnette open 2-seater, cream, really smart and mechanically excellent, 2 aero screens, good hood, etc.

£245.—M.G. 8hp P.A. open sports 4-seater, opalescent powder blue, new hood and screens, reupholstered, mechanically unusually good.

£205.—M.G. 8hp J2 open sports 2-seater, black and green, immaculate appearance, excellent hood, crankshaft just reground, etc., etc., lovely job.

£185.—M.G. 8hp J2 open sports 2-seater, green, sound little car in every way but not quite so immaculate as the one above.

WOODBAIN CARS, the M.G. specialists, 6 and 10, Eton Garages, Eton Av., Swiss Cottage, N.W.3. Primrose 9435. [6737

HAROLD RADFORD & Co., Ltd.

1946 M.G. T.C. 2-seater sports, just overhauled, new hood, side screen, 21,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6462

CHARLES FOLLETT, Ltd., offer:—

1948 M.G. T.C. 2-seater, red, beige leather, 17,000 miles, 1 owner, checked over, condition above average; £675.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6830

WARWICK WRIGHT, Ltd., offer:—

1949 M.G. 1¼-litre sports saloon, black, beige leather, 8,000 miles; £1,075

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5077

2-Litre M.G. sports saloon, a beautifully maintained one owner car, 1938.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [6327

M.G.

1948 M.G. 2-seater, cream, green upholstery, 17,000 miles, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [9163

1937 M.G. T.A. 2-seater, black, good condition; £325.—Ring Chiswick 2075 evenings. [6675

1947 M.G. T.C. 2-seater, black, beige leather, new hood, luggage carrier, one owner.—Below.

1949 M.G. T.C. 2-seater, green, beige leather, 4,000 miles, spare unused, one owner; choice of two.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-4. [6330

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 3348.

£435.—1938 2-litre M.G. coupe, really exceptional throughout, bills available.—Pinto, Euston 5544. [6277

1949 M.G. T.C., as new; £750.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6902

£550.—1946 M.G. Midget, new hood, one owner, excellent condition.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [4822

1946 M.G. Midget, low mileage, many extras; £575.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [1654

1949 (Nov.) M.G. 1¼-litre saloon, 8,000 miles, radio.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6701

1947 M.G. T.C. 2-seater, black/green, 19,000 miles, regularly serviced, many extras, immaculate; £600.—Stokes, Bisley, Gloucestershire. Tel. 225. [6662

£120.—M.G. P.A. 4-seater, 600 miles since total motor overhaul, new wiring, brakes relined, just run-in.—43, Northway, N.W.11. Speedwell 3521. [6660

2000 miles.—1949 M.G. T.C. model two-seater, cream, red leather.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please). [6734

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR"
specialises in small h.p. cars as well as the larger types.

JARVIS & SONS, Ltd., offer 1½-litre M.G. first registered December, 1947, colour black, in very good condition; £825.—Morris House, Morden Rd., S.W.19. Liberty 4656. [6825

CASS'S MOTOR MART.—1938 (August) M.G. 2-litre saloon, engine recently reconditioned, genuine mileage, 40,000, written guarantee.—5, Warren St., W.1. Euston 4110. [4204

WALTER SCOTT, Ltd.—1938 model M.G. T type 2-seater, black, exceptional condition; £385.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [5696

525 gns.—M.G., midget, 1946, 11hp T.C. 2-seater, black, green leather, demister, good tyres, carefull used, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

365 gns.—M.G., midget, 1937 model, 10hp, T. 2-seater, black, red leather, radio, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G., July 1936, 2-litre foursome drop head coupe, black, fawn leather, spare tyre unworn, excellent condition; terms, exchanges; list.—Rowland Smith, below.

225 gns.—M.G. Magna, 1934 model, 12hp, L. type sports 2-seater, black, red leather, good tyres, unworn spare, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6558

£550.—1946 M.G. T.C. sports 2-seater, black, host of extras, special tonneau, beautiful condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6635

1939 (October) M.G. 2-seater, 8,000 miles; one owner, special blue, red leather, perfect.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [6809

PERFORMANCE CARS, the sports car specialists, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 1111), offer with 3 months' written guarantee, 1938 T.A. 2-seater, £375; 1937 T.A. 2-seater, £365; 1935 L type 2-seater, £235; 1934 P.A. 2-seater, supercharged, £300; 1934 P.A. 2-seater, £255; 1933 J2 2-seater, £195; see also under sports cars. [6782

M.G.

1948 (March) M.G. 1¼ saloon, grey and green, green leather, 10,000 miles, perfect; £935.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5735

1939 2½ M.G. sports saloon in black with silver wheels, beige leather upholstery, all new tyres, beautiful car, £595; hire purchase and exchanges.—Selsdon Road Garage, 54, Selsdon Rd., South Croydon, Surrey. Tel. Croydon 5470. [5353

MARCH 1949 M.G. T.C., red/red, one careful owner, many extras including Andre teledraulics, 600×16 rear tyres, wind-tone horns, deep-note exhaust system and built-in trafficators, done under 15,000 miles (no competition work) and faultless; £695.—Luke, Hillside, Grove Rd., Coombe Dingle, Bristol. [6289

M.G. Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0948

SLOCOMBES OF NEASDEN

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643

ROSE & YOUNG Ltd., will purchase for cash all types of M.G.—65-69, Sternhold Av., S.W.2. Tulse Hill 6464. [2551

APPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 194-198, King's Rd., S.W.3. Flaxman 4801-2-3. [6820

URGENTLY required, low mileage 1948-9 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6396

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js, Ps and Ts for cash. 'Phone or write for buyer to call [7447

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.
W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660 [0486

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

M.G. spares.—Vertical drives, rockers, valves, road springs, front aprons, rear tanks, J2 windscreens, prompt and courteous service; see P. & A. column.
DERRINGTON, 159, London Rd., Kingston 5621-2. [5029

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers v/drive, dynos, etc.; new rocker shafts, bushes, valves, guides, springs, gaskets; wire wheels supplied and repaired, road springs new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0435

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L and N, Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.
WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4401. [0349

MORGAN

MORGAN 4/4, 1939, 2-seater, blue, recently overhauled, including new hood, tyres, recellulose, condition as new.—F. H. Moss (Garages), Ltd., Park St., Luton. Tel. 1792. [6458

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0949

REQUIRE privately

PRE-WAR Morgan 4/4 drop head or 2-seater, write only to Williams, 6, St. Nicholas Mansions, Trinity Crescent, S.W.17. [6615

RAYMOND WAY, the hire purchase specialists are still buying Morgan and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5131

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733 [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0507. [0724

MORRIS MINOR

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Minor tourer grey with beige upholstery, 5,000 miles; £750

1949 Morris Minor saloon, maroon with beige upholstery, 5,000 miles; £765.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6240

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

SAUL & SLATER, Ltd., offer:—

1949 Morris Minor tourer, 7,000 miles, in exceptional condition; £700.—44/46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7173. [6749

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Minor saloon, black, beige, 2,000 miles.

1949 Morris Minor saloon, maroon, beige, 970 miles only.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6407

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Morris Minor, 1,500 miles only, red/beige upholstery; £785; 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [6149

WADDINGTON MOTORS, Ltd., offer:—

1949 (November) Morris Minor tourer, one owner, immaculate; £695.—Fortune Green Rd., N.W.6. Ham. 2211. [6395

DAGENHAM MOTORS, Ltd., offer the following car:—

1949 Morris Minor tourer, maroon-beige, 4,000 miles.

56 Park Lane, W.1. Regent 4866. [6366

GORDON CARS (LONDON), Ltd.—1949 Morris Minor tourer, green, 3,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Morris Minor tourer, grey, 6,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [6776

2000 miles only!—1949 (Oct.) Morris Minor tourer, throughout as new; £695.

A.Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mal. 4723. [5913

MORRIS MINOR, 1949, 6,000 miles.—Mac, 12, Brambledown Rd., Wallington Surrey, 6397. [4459

1949 Morris Minor saloon, grey, 3,000 miles; £745. —John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6654

1949 Morris Minor tourer, grey with beige leather upholstery, 11,000 miles, immaculate throughout; £695. [6331

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [6377

1949 Morris Minor tourer, 3,000 miles, as new.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [6504

H. A. SAUNDERS, Ltd.—1949 Morris Minor tourer, 2,000 miles.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [6482

1949 (late) Morris Minor saloon, sliding roof, etc., entirely new condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2358. [6309

1949 Morris Minor saloon, black, 7,000 miles, as new, taxed; £715.—Dalston Motors, 517, Kingsland Rd., London, E.8. Clissold 4943. [1763

1949 Morris Minor, maroon, beige leather, 3,000 miles only, spare unused, one owner.—Ripco, Ltd. 16, Albemarle St., Mayfair, W.1. Regent 2952-4. [6331

1949 (Oct.) Morris Minor saloon, guaranteed mileage 739 only, as brand new; £750; no offers. —Walden, 348, King St., Hammersmith. Riverside 2837/8. [6040

1949 (Aug.) Morris Minor, tourer grey, beige leather, 9,000 miles; £695.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5734

1950 Series Morris Minor, delivered after 1949 Motor Show 2,700 miles, car literally as new, one of the cheapest and best offered; £735; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6092

1949 Morris Minor saloon, black, beige leather upholstery, 6,000 miles, authenticated; £750.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4 [3881

1949 (November) Morris Minor tourer, finished in maroon, beige leather upholstery, speedo reading 6,700, one private owner, spare unused, absolutely unmarked; £760; trade enquiries invited.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [6721

Morris Minor Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

I NEED post-war Morris Minor immediately.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day)

1949 Minor saloon or tourer wanted, under 5,000 miles; about £650.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Write or 'phone 75532. [4587

MORRIS EIGHT

J. CORYTON, Ltd.

1947 (May) Morris 8hp 2-door sun saloon, black, exceptionally clean and mechanically guaranteed; £595.

139—149, Fulham Rd., S.W.3. Ken. 1410 [5928

BASIL ROY, Ltd., offer:—

1946 Morris 8 saloon, one owner since new, carefully maintained, excellent condition; £535. —161, Gt. Portland St., W.1. Langham 7733. [6569

DICKS CAR SALES, offer:—

1950 (December, 1949) Morris 8 coupe, 5,000 miles only; £700.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [6601

MORRIS EIGHT

G. P. (BALHAM), Ltd., offer:—

225 gns.—1937 Morris 8 saloon, excellent coachwork, good mechanical order, any trial, choice of two.—2c, Balham Hill, S.W.12 (100yds. Clapham South Tube). Batt. 1107-8-9. [4784

LAYTONS OF OXFORD offer:—

£375—1939 Morris 8hp de luxe saloon, 2-door, black with brown leather upholstery, very exceptional condition throughout; terms over 24 months if required.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [6303

GLANFIELD LAWRENCE offer:—

£525—1948 Morris 8 saloon, black.—407, High Rd., N.12. Finchley 0091. [3373

1939 Morris 8 saloon de luxe, black with brown interior, one careful owner; £375.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [6459

1948 Morris 8 4-door de luxe, leather upholstery, grey, clean and immaculate; £625.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [6603

1936 Morris 8 4-seater tourer, very reasonable chassis, coachwork good, taxed; £150.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593-4. [3553

1946 (December) Morris 8 4-door s.h. saloon, 1 owner, clean; £525.—Cranmore, Tel. 2040 Potters Bar. [3932

WALTER SCOTT, Ltd.—1947 Morris 8 sun saloon, black, brown leather, excellent condition, one owner; £545.

1937 Morris 8 de luxe saloon, blue, excellent condition; £225.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [5697

239 gns.—1938 Morris 8 de luxe saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6100

1947 Morris 8 2-door saloon, black, 24,000 miles, just fitted reconditioned engine, very good condition; £525.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [4341

1948 Morris 8 de luxe saloon, 16,000 miles, beige and black, brown upholstery, one careful owner since new, spotless condition; £595.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4383. [6161

1948 (Oct.) Morris 8 4-door saloon, black, brown upholstery, low mileage, immaculate condition; £625; 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [6619

1946 Morris 8hp saloon, mileage 25,000, one owner; £525.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181 and 182. [6302

1938 Morris 8, engine just reconditioned, in exceptional condition throughout; £295; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [6623

1939 (September) Morris 8 2-door de luxe saloon, black/brown leather; £370.—Vandervell's (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [4256

1938 Morris 8 2-door saloon, black with red leather upholstery, in excellent condition throughout; £285.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5685

1936 Morris 8 2-door saloon, black with blue leather upholstery, in very good condition throughout; £195.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5683

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [9719

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

SERIES E saloons, in good condition.—Wards, of Putney, 72, West Hill, S.W.15. Vandyke 1533. [5751

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS TEN

COLINDALE, offer:—

1947 Morris 10, reconditioned, all new tyres, as new; £695.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [6563

1936 Morris 10 de luxe saloon, in good condition throughout, taxed; £275.

COLES GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 3610. [6757

H. A. SAUNDERS, Ltd.—1939 Morris 10 saloon.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [6484

1939 Morris 10hp saloon, black/green, reconditioned engine, since run approx. 7,000 miles, guaranteed; £425.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6510

1949 Morris 10 saloon, immaculate condition; £765.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [6574

1939 Morris 10 de luxe saloon, perfect, guaranteed; £375; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6726

MORRIS TEN

1939 Morris 10 de luxe saloon, excellent, guaranteed; £360; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6061

JARVIS & SONS, Ltd., offer 1948 Morris 10 saloon, beige, leather upholstery, immaculate condition; £745.—Morris House, Morden Rd., S.W.19. Liberty 4656. [6822

1934 Morris 10-6 saloon, black with green leather upholstery, in very clean condition; £185.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [2936

£455—The unusual Morris series M with immaculate and original bodywork, the back seats hardly look as though they have been sat upon; this car could easily pass for 1947, except that it is a 1939, in really original and superlative condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms, 421, High Rd., Finchley N.12. Fin. 6221. [6089

495 gns.—Morris 10 October 1945 de luxe 4-door saloon, black, sliding head, brown leather, reconditioned engine, new tyres, excellent condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6546

TANKARD & SMITH, Ltd., offer 1948 Morris 10 saloons, choice of two, both in black with brown leather, moderate mileage c[illegible], sunshine roofs, immaculate condition, 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2. [6319

Morris Ten [illegible] Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4[illegible]01. [6801

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

I NEED post-war Morris 10 urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [9718

RAYMOND WAY, the hire purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd. Kilburn. N.W.6. Maida Vale 6044 (10 lines). [5665

MORRIS TWELVE

£415—1939 Morris 12hp de luxe saloon, bodywork immaculate, interior excellent, whole vehicle genuine and excellent value at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6089

BRUTONS, Ltd., offer:—Morris 12 Series II saloon, blue, reconditioned throughout, nearly new tyres, latest type shock absorbers, taxed; £285.—14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [6083

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5842

MORRIS FOURTEEN

1936 Morris 14 saloon, excellent condition, one owner; £275 or near offer.—Tel. Ashwell (Herts) 216. [6279

1939 Morris 14 saloon, black, condition as new throughout, bargain; £425.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [4450

£315—Morris 14 saloon 1937, finished in green and black, an immaculate car, suitable for the family.—M. B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6382

MORRIS OXFORD

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Oxford saloon, grey with beige upholstery, 6,000 miles; £985.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6237

1949 Morris Oxford saloon, 15,000 miles, maroon, radio; £945.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [5732

MORRIS OXFORD, 1949, factory mileage.—Mac, 12, Brambledown Rd., Wallington, Surrey, 6397.

1949 (Sept.) Morris Oxford saloon, black, as new; £950.—Grove Motors, North Rd., Southall 3477. [2909

1949 Morris Oxford de luxe saloon.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [6500

1949 Morris Oxford saloon, one owner, 5,000 miles; £985.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [6575

1949 Morris Oxford saloon, green, 2,000 miles; £995.—L. F. Dove, Ltd., 111-115 Addiscombe Rd., Croydon. Addiscombe 3066. [1647

1949 Morris Oxford saloon, nominal mileage; £885.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [9278

JARVIS & SONS, Ltd., offer 1949 Morris Oxford saloon, colour green, 3 months' guarantee; £965.—Morris House, Morden Rd., S.W.19. Liberty 4656. [6824

1949 Morris Oxford saloon, black, beige upholstery, 7,000 miles, as new; £930.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5736

1949 (July) Morris Oxford saloon, green, mileage 9,000; £945; also 1949 (November) black, 3,000 miles, fitted covers, heater; £1,025.—Cranmore, Tel. 2040 Potters Bar. [3930

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

1949 Morris Oxford, radio and heater, 9,000 miles; £950.—Acres Autos, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 5762 and Mal. 2873. [6370

Morris Oxford Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

I REQUIRE post-war Morris Oxford urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day).

MORRIS SIX

DICKS CAR SALES offer:—

1949 Morris Six saloon, one owner, low mileage; £1,100.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5052

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Six, maroon, beige, 12,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6406

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Six saloon, black with brown leather upholstery, 6,000 miles; £1,275.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner) Hillside 0024. [6246

1949 Morris Six, 8,000 miles, unmarked.
GUY ALFREDS & Co. Ltd., 6-7, Warren St., W.1. Euston 3268. [1108

1949 Morris Six, maroon, heater, 8,000 miles; trade and part-exchange enquiries invited.—O. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [3466

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

Morris Miscellaneous Cars Wanted

R S ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824

CAFFYNS, Ltd., are good buyers of post-war Morris cars.—Chapel Rd., Worthing. Tel. 2340. [9857

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3903. [8001

URGENTLY required, all makes of Morris cars.—Corbitt & Taylor 22, Conduit Mews, W.2. Amb. 6049.

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

JACK OLDING, Ltd., 8-10, North Audley St., W.1, Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

APPROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd., 194-198, King's Rd., S.W.3. Flaxman 4801-2-3. [6818

WE are cash buyers of all Morris post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [6881

Morris Spares and Service

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 9061.) [0471

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

FOR Morris mudguards, running boards, 1930-46.—Brooks, 5 and 6 Frederick Place, Brighton. Brighton 21147. [0584

OLDSMOBILE

1937 Oldsmobile saloon, fine order, appearance like new.
GUY ALFREDS & Co. Ltd., 6-7, Warren St., W.1. Euston 3268. [1111

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, Nr. Lingfield Surrey. Tel. Lingfield 330-1.

1936 6-cyl. Oldsmobile saloon in really good order; £325.
DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. [0113

£495.—1938 Oldsmobile 8 drop head coupe with dickey, immaculate appearance, good mechanical order.—Traynor Motors, Ltd. Tel. Grangewood 2530. [3563

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., Service: 2 Lexington St., W.1 (Gerrard 8600). Spare Parts: Kensington Place, Campden Hill Rd., W.8 (Park 8611). [0576

OPEL

195 gns.—Opel Olympia 1937 12hp saloon, black, very good condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6548

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immaculate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664.

Opel Spares and Service

REPAIRS, new crown wheels and pinions, spares; reconditioned engines, suspensions, etc.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [0243

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 5266, 4944.

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.9. Bri. 6251.

PACKARD

JOE THOMPSON (MOTORS), Ltd., offers:—

1939 sedanca de ville 32.5 Super 8 de luxe, very low mileage, special English body, an outstanding car.

1937 Packard 120 saloon; £325.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.
PACKARD sole concessionaires offer a selection of approved late model Packard cars.
LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

1948 Packard Super 8 saloon, full de luxe equipment, low mileage, immaculate condition.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [9912

LIMOUSINE 1937/38/39 Super 32hp, partition, widest occasionals, selected carriages, low mileages. Seen:—ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, North Audley Street. Mayfair 2941. [6521

295 gns.—Packard 8 May 1938 33.8hp 4-seater convertible coupe, black, brown leather; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6549

PACKARD Straight 8, with special ash body in magnificent condition, 7-seater, radio equipped, maintained regardless of cost, tyres as new; exceptional offer at £500.—Wales, Ltd. (Midland 0321), Oozells St., Birmingham. [6213

PACKARD V12 in immaculate condition, fitted with Perkins light high speed diesel engine, giving approximately 35mpg; price £1,250.—Church Road Eng. Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. Hadleigh (Essex) 58474/57127. [9659

1938 (May) Packard Straight 8 7-passenger limousine, face forward occasionals, black, fawn cloth rear, black leather front, immaculate and imposing car, delightful performance; written guarantee; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6361

TANKARD & SMITH, Ltd., offer 1936 Packard 120 d.h. coupe in black with black leather upholstery, condition of coachwork and interior can only be described as immaculate, mechanically much above average; £425; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [6322

£875!—Eight-seater Packard Super Eight enclosed limousine 1939, handsome and imposing car, beautifully finished black and chrome, widest face forward occasional seats, luxurious interior furnishings, winding division, special Marchal equipment, whole car in most outstanding order, suitable for the very best-class private hire work, weddings, funerals, etc., genuine and unrepeatable opportunity at the figure.
CHOICE of four other Packard limousines at prices from £650.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel 2041 (5 lines). 42 other limousines in stock, also nearly 400 cars for the private motorist. Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery. [6446

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard. Wembley 3903. [8002

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins). S. Kensington. Kensington 4858 [9854

7-SEATERS privately owned modern Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1223

LEONARD WILLIAMS & Co. (1940), Ltd. (sole concessionaires), require good low-mileage Packard cars.—Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel Ealing 3400. [0469

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [4351A

PONTIAC

HAROLD RADFORD & Co., Ltd.

1948 (first registered January, 1949) 6-cylinder Pontiac four-door saloon de luxe, 15,000 miles.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6463

JOE THOMPSON (MOTORS), Ltd., offers:—

1949 Pontiac Silver Streak saloon, R.H.D., colour blue, fitted radio.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. [8003

RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1.100cc formula racing cars. [0821

RAILTON

1935 Railton saloon, excellent condition, 4 new tyres; £175.
THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey, Richmond 1854.

1936 Railton 28hp saloon, very good order, fitted radio.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. [6498

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753. All models up to 1947, 17hp, 21hp, 28hp coupes, saloons, tourers. [5467

£365!—Railton Eight foursome drop head coupe, Carrington model 1936-7, the most expensive and highly sought after of all Railton models, attractive cream and blue finish with blue leather interior and dark grey mohair top, equipped and maintained almost regardless of cost, fitted push-button radio, heater, twin Notek, Runbaken coil and numerous other extras; must be seen and driven to be properly appreciated.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Hire purchase, part exchanges, free delivery. [6447

Railton Cars Wanted

A-ONE MOTORS (LONDON), Ltd., 26b, Belgrave Rd., S.W.1; always buyers of good Railtons. [9836

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-39.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0650

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421

ROUNDABOUT offer:—

1939 Renault 12 drop head coupe, 29,000 miles recorded in original condition throughout; £350.
ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [2027

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, have a small selection. [0126

1939 Renault 8hp saloon, immaculate condition; £325; terms, exchanges.—Lynch Garage (opposite G.P.O.) Uxbridge, Middx. Tel. 122. [5260

1938 Renault 12hp saloon, recent engine overhaul, good condition; £295.—L. F. Dove, Ltd., The Mid-Surrey Car Centre, Guildford Rd., Woking 1282. [6471

1939 Renault 18hp saloon, black, engine just reconditioned, car excellent condition throughout; £325.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [4451

£295.—1939 Renault 18 de luxe saloon, blue, hide interior, clean condition, smart appearance; bargain.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. [6629

265 gns.—Renault 12, November, 1938, drop head coupe, maroon, fawn leather, good tyres, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6550

£275!—Renault 18/4 foursome drop head coupe, 1938, finished in dark blue with blue leather interior and dark grey mohair top, especially outstanding mechanical order, £50 overhaul last month, very fast but economical car, outstanding opportunity.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock. Write for post free catalogue. Hire purchase, part exchanges, free delivery. [6435

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873, purchase all models. [0127

RILEY

BROOKLANDS.

1949 Riley 1½-litre saloon, black, brown leather, fitted radio, speedometer reading 10,000 miles.

103 New Bond St., London, W.1. Tel. Mayfair 8351-6. [6651

BOON & PORTER, Ltd.

1949 series 2½, leather upholstery, 15,000 miles, H.M.V. radio, one owner, faultless; £1 450.
CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [6717

TOM GARNER, Ltd., offer:—

1949 Riley 1½-litre saloon, green with green leather, radio, heater, etc., 10,000 miles.

1950 series (Nov., 1949) Riley 1½-litre saloon, maroon with red leather, radio, heater, etc., 6,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6343

H. M. BENTLEY & PARTNERS.

1947 (November) Riley 1½-litre saloon, black with brown leather, one owner only, excellent condition; £945.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [5097

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Riley 1½-litre saloon, 16,000 miles, 1 owner, faultless condition; £1,275.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [2362

H. A. SAUNDERS, Ltd.—1947 2½-litre saloon.—Below.

H. A. SAUNDERS, Ltd.—1949 2½-litre 3-seater, 3,000 miles.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6486

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

1949 Riley 1½-litre saloon, black, maroon leather, negligible mileage, one owner.—Below.

1948 Riley 1½-litre saloon, black, fawn upholstery, radio, 12,000 miles only, spare unused.—Ripco, Ltd., 16, Albemarle St., Mayfair W.1. Regent 2952-4. [6355

1948 (September) 2½ Riley, black, H.M.V., mileage 11,000. £1,395; as new.—Cranmore, Tel. 2040 Potters Bar. [3931

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

BEARTS of Kingston, Riley specialists sales, spares repairs.—102, London Rd., Kingston. Kingston 3348.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, maroon, radio, heater; 12,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Riley 1½-litre Utility saloon, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6770

1946 Riley 1½-litre saloon, finished black, 38,000 miles; £900.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [6586

1949 2½-litre Riley saloon, radio, 7,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6708

1950 model Riley 2½-litre roadster, 2,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6709

1938 Riley 1½-litre 12hp Adelphi de luxe saloon, in very nice condition throughout, £495; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [6159

1937 Riley 1½-litre saloon, nominal mileage, very clean inside and out; £925.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6786

1940 Riley 1½-litre d/h coupe, new hood, recellulosed, exceptional vehicle; £625.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6806

1937 Riley saloon 12hp, Sprite engine, extremely sound condition; £525.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6422

1948 (June) 2½-litre Riley 4-dr. sal. fitted Tickford conversion top, maroon as new, 14,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [6348

1949 Riley 2½-litre 2-seater, mileage 7,000, black, H.M.V. radio, heater, loose covers, as new; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [4809

1946 (Nov.) Riley 1½-litre saloon, black, all green leather, 1 owner, 21,000 miles, as new; £900.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5757

WALTER SCOTT, Ltd.—1935 Riley 9 Monaco saloon, special twin carburettor engine, excellent for age; £165.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [4788

RILEY 1½-litre special saloon, first registered August, 1949, perfect condition, exceptional luggage accommodation, black with brown leather; £1,450.—Chromoworks, Ltd., Church End, High Rd., Willesden, N.W.10. [6611

425 gns.—Riley Sprite 1936 1½-litre super sports 2-seater, gun metal, leather upholstery, Scintilla Vertex, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6810

£495!—Riley 16/4 six-light saloon, 1938, with overdrive and manual synchromesh gears, immaculate black finish with chrome accessories, as new, fawn leather upholstery in similar condition; a very fast car but highly economical for a 16hp model, vivid acceleration, steering, suspension and braking 100%, fully guaranteed in writing; call, write or 'phone.—See below.

£1045!—Riley 1½-litre saloon, 1948, black, green leather, one owner only, speedo, reading 10,900 but could easily be taken for 4,000 by its most immaculate condition.—See below.

£395!—Riley Kestrel 1½-litre 12hp sports saloon, 1936, most attractive model, smart streamlined appearance, finished metallic maroon with maroon leather upholstery, definitely much above average condition mechanically, brakes just relined, new battery, Fram coil, Notek, etc.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock. Write for post free catalogue. Easy and confidential hire purchase facilities, part exchanges, purchasers' fares refunded from any part of the country; free delivery anywhere in the United Kingdom. Showrooms open till 8 p.m. Mon.-Sat. [6444

Riley Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

RROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

CAFFYNS, Ltd., are good buyers of post-war Riley cars.—Chapel Rd., Worthing. Tel. 2340. [9856

CASH buyers of low-mileage 1½-litre Rileys, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6698

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

JACK ROSE, Ltd., require low mileage post- and pre-war Riley cars.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [9268

APPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 194-198, King's Rd., S.W.3. Flaxman 4801-2-3. [6819

URGENTLY required, 1946-9 1½-2¼-litre saloons.—Rex Neate, Riley Specialist, Shamblehurst Lane, Botley, Southampton. Tel. Botley 132. [3620

MOTOURISTS (LONDON) Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station N.2. Tudor 2301-2. [7395

URGENTLY required, low-mileage 1947-9 Riley 1½- or 2½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6395

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

PERFORMANCE CARS for pre-war Riley spares, repairs.—Daleham Mews, N.W.3. Hampstead 1111.

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

WHEN in the West consult the Riley specialists; comprehensive stock of spares and immediate attention.—Passey Motors, Ltd., 176, Kellaway Ave., Bristol, 7. Tel. 43069. [0254

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited, send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [1258

ROLLS-ROYCE

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ROLLS-ROYCE specialists 40 years.

1937 30hp Rolls-Royce saloon with division by H. J. Mulliner.

1935 25hp Rolls-Royce Tickford with division.

1934 25hp Rolls-Royce sports saloon by Hooper.

1933 25hp Rolls-Royce saloon with division by Park Ward.

1932 25hp Rolls-Royce sports saloon by Hooper.

1933 delivery Phantom II, fitted with van type body by Windover, C licence.

PADDON BROS. Ltd., 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. [6385

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GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.

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ROLLS-ROYCE Phantom III sports saloon by Abbott; ref. H.4783.

ROLLS-ROYCE Phantom II sports saloon by Barker; ref. H.4478.

ROLLS-ROYCE Wraith sports saloon by H. J. Mulliner; ref. H.5697.

ROLLS-ROYCE 25/30 sports saloon by Barker; ref. H.5350.

ALL cars carry our unique six months' guarantee; please write or 'phone for details to:—

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HUDDERSFIELD Rd.,

HALIFAX, Yorks.

TEL. Halifax 5944. [6609

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1937 Rolls-Royce Phantom III, body by Windover, brown leather interior, colour dark maroon, car has been completely recellulosed, £685 mechanical overhaul November, 1949, car in immaculate condition; £2,000.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9308

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OFFER the following from their specially selected stock.

1936 Windover touring limousine with folding head, Rolls-Royce 20/25hp chassis, painted black; an ideal town carriage; £1,325.

H. A. FOX & Co., Ltd., 3/5, Burlington Gardens, Old Bond St., W.1. Tel. No. Regent 7687.

FOX. [6741

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NORTHERN Rolls-Royce specialists since 1905.

1948 Silver Wraith seven-seater limousine by Park Ward.

1938 touring saloon, by Rippon, black with Air Force blue leather upholstery, good condition.

1937 Phantom III seven-seater limousine by Rippon.

1936 (Nov.) 30hp touring limousine by Rippon.

1935 Phantom II drop head coupe by Gurney Nutting.

1934 25hp 4-door sports saloon by Hooper.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0905

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JBJACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to

12-13 St. George St., Hanover Sq., London W.1. Tel. Mayfair 7444. [0065

CAR MART, Ltd.

SEE advertisement on page 26. [5922

R. C. MORTLAKE.

1936 25hp Rolls-Royce owner-driver sedanca, division, one private owner since new, Rolls history, genuine small mileage; £1,395.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Ladbroke 3155. [5359

PADDON BROS., Ltd.

ROLLS-ROYCE specialists 40 years.

PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

60, Cheval Place, London, S.W.7. Kensington 9477. [0097

JACK OLDING OF MAYFAIR,

OFFICIAL Rolls-Royce and Bentley retailers,

OFFER:—

1949 (Dec.) Rolls-Royce Silver Wraith 4-door saloon by James Young, dark green with grey top, green leather, 21,000 miles.

1939 Rolls-Royce Wraith Park Ward saloon with div., green with red leather.

1933 Rolls-Royce 20/25 enc. drive limousine by Hooper, black with blue leather front, fawn cloth to rear, mileage 34,000.

DELIVERY of new and used cars quoted on application.

AUDLEY House,

NORTH Audley St., W.1. Mayfair 5242. [6587

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1939 Rolls Wraith four-light Windover razor edge saloon, disappearing division, built-in boot; mileage 33,500.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4777

GUY SALMON AUTOMOBILES, Ltd., offer:—

ROLLS-ROYCE Phantom III 1937 series 4-door owner-driver sports saloon, 27,000 miles, superb condition; £1,795.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [6108

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:—

1937 25-30 Rolls-Royce saloon with division by James Young, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [6389

MASCOT MOTORS, Ltd., offer the following:—

1936 (Nov.) 30hp sports saloon by Young.

1935 (Oct.) 25hp sports saloon by Arnold.

1935 25hp streamlined foursome coupe by Barker.

1935 25hp sports sedanca by Gurney Nutting.

1933 25hp Freestone & Webb sports foursome coupe.

1931 (Nov.) 40/50hp 4-light saloon with division.

1930 25hp H.J.M. sports saloon

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251/2. [4661

20/25 Rolls-Royce sports saloon, H. J. Mulliner, 58,000 miles, complete overhaul; £795.—Below.

1936 Rolls-Royce 20/25 2-door sports saloon by Freestone & Webb, very smart car in excellent condition, 71,000 miles; £1,585.—J. F. Crawley, Western 6015. [6790

OWNER-DRIVER 30hp 1936, Barker Coachwork, four door Saloon, leather throughout, reasonable mileage, meticulously maintained; £1,385.

OWNER-DRIVER 1939 Wraith Park Ward 4-door semi razor edge Saloon, black leather throughout, capacious boot, exceptional carriage, reasonable cost. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [6524

PHANTOM II Rolls-Royce, unused since 1939, fitted with new limousine coachwork; sacrifice £995.—Lawton Goodman, 36, North Audley St., W.1. [2360

CLARKE'S OF PIRBRIGHT, Automobile Engineers, Telephone No. Brookwood 2201/2; officially appointed retailers of Rolls-Royce and Bentley cars, offer:—

1935 Rolls-Royce Phantom II limousine by Park Ward, finished in black with brown furniture hide upholstery, disc wheels, low mileage; U.K. series chassis; this car is in immaculate condition; £1,250.

1935 20/25 owner driver saloon by Mann Egerton, finished in black, with brown leather upholstery, disc wheels, 69,000 miles; overhauled by Rolls-Royce at 52,000 miles; this car is in first-class condition having had only one owner and maintained by Rolls-Royce; £1,500. [4000

ARCHIE SIMONS & Co., Ltd.—1935 Rolls-Royce 7-passenger limousine by Windover, leather throughout; £1,295.—94, Gt. Portland St., W.1. Lan. 1343. [6762

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

1937 Rolls-Royce 25-30 owner driver saloon, magnificent car; exchanges, terms.—Swanmore Garage, 1176 Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6428

1935 Rolls 7-passenger limousine seats facing forward, privately owned, bargain; £950; terms, exchanges.—61, Albert Embankment, S.E.11. Reliance 4016. [2608

1936 25 Rolls-Royce owner-driver saloon, small mileage, 2 owners, exceptional condition.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [1736

LIMOUSINES.—20/25hp and 25/30hp Hooper limousines, mileages all under 40,000, not ex-hire, from £1,200.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [7273

LIMOUSINES.—We have a Phantom II and a 20-25 Rolls-Royce; these are both fitted with 7-seater limousine bodies with face forward occasional seats and are in first class condition throughout.
ARTHUR MULLINER, Ltd., Bridge St. Northampton. Tel. 907. [6685

1938 Rolls-Royce 25-30, first registered 13.9.38, with 7-passenger limousine body by Arthur Mulliner, Ltd., guaranteed mileage 47,000, privately owned and serviced by Rolls-Royce, Ltd.
ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [6684

1931 (October) Rolls-Royce 20-25 Barker saloon with division, face sideways additional seat, one private owner-driver only, passed by makers 1940; £680.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [5827

1937 Rolls-Royce Phantom III touring limousine, first licensed December, 1936, 42,000 miles, black, winding division, side facing occasional seats.—Hale's Motor Co., Ltd., Austin House, Granada Rd., Southsea. Tel. Portsmouth 32268. [6299

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., S.W.1, offer advice on the purchase of new and second-hand cars and will be very pleased to show customers round their factory at Western Ave., Acton, W.3. Official Rolls-Royce and Bentley retailers.

1940 Rolls-Royce Silver Wraith touring limousine, Mulliner body, finished black with grey leather upholstery, 46,000 miles, genuine; over £100 recently spent on this car at the makers; new tyres.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [6393

1933 Rolls-Royce owner driver saloon for sale, perfect mechanical condition, complete overhaul with new engine, colour black with heavy chrome trim, 1950 appearance, luggage boot, every accessory, 7 horns, 6 new Goodyear Eagles; room for 6ft driver and ditto rear seats; private owner wishes to exchange for 1938 or 1939 owner driver saloon (no partition) with cash.—Box 7663. [6465

A. & S. (Limousine Specialists) offer unique selection Rolls-Royce (swept tail) Limousines.
LIMOUSINES 25hp/1932, partition, 7-seater, leather throughout. £620.
LIMOUSINES 1934 25hp Hooper, partitioned, widest occasionals, black, exceptional throughout, selection £925.
LIMOUSINES 1935 25hp Barker, swept tail, widest occasionals, black, immaculate. £1295.
LIMOUSINES 1936 25hp Thrupp, swept tail, partition, forward occasionals, low mileage. £1365.
LIMOUSINES 1936 30hp Barker, partition, widest occasionals, swept tail, black, original owner.
LIMOUSINES 1937 30hp Windover, swept tail, widest occasionals, partition, black, superb. £1750.
LIMOUSINES 1938 Windover 30hp, swept tail, partition, widest occasionals, black, beautiful carriage.
LIMOUSINES 1939 Wraith 30hp Thrupp & Maberly, partition, widest occasionals, black, genuine 15,000, delightful condition.
LIMOUSINES 1935 Phantom II Hooper, partition, widest occasionals, black, exceptional condition. £1135.
ALPE & SAUNDERS always purchase Rolls-Royce (100 selected Limousines displayed). Providence Court, North Audley Street. Mayfair 2941. [6516

Rolls-Royce Cars Wanted

SOUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies London office, H. R. Owen, Ltd., 17 Berkeley St., W.1. Tel. Mayfair 9060. Head Office Hoffmann's Garage, Ltd., Huddersfield Rd. Halifax, Yorks. Tel. Halifax 5944. [0516

CMTHE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212.

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.
J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [5759

ROWLAND SMITH'S the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

A & S always purchase modern 25/30h.p. saloons, preferably with boot, also required; 25/30h.p. limousines, 1933/1948.

A & S urgently need Phantom II also Phantom III saloons and limousines; prompt attention assured. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [6514

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [1680

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0115

Rolls-Royce Cars Wanted

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

THE BASINGSTOKE MOTOR Co. purchase 20/22 P.W.B., 20/25, early 25/30 late Phantom II; any coachwork considered; tourers especially wanted.—Bypass Rd., Basingstoke. [7875

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores: 12, Wellesley Ave., W.6. Ave. 1413. [8364

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.
WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

J.R. ENGINEERING Co. Ltd.

WILL supply bumpers for Continental or pre-war models of Rolls-Royce and Bentley cars; state chassis number.—Pound Lane, Willesden, N.W.10. Willesden 0054. [3761

W. M. COUPER, Ltd., Catherine St., St. Albans 4343.

SPARES and service. The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire. [0623

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266

SPARE PARTS.

SERVICE: 12, Wellesley Ave., W.6. Riv 1413. [8368

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork, for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [1397

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0446

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [1679

ROVER 10

CAR MART, Ltd.

SEE advertisement on page 26. [5929

BROWNS for Rovers.

1939 Rover 10hp saloon de luxe, immaculate condition throughout; £595.—Brown's Garage, Loughton (Essex) 4119 (Tube). [6400

ROVER 12

BROWNS for Rovers.

1939 Rover 12hp saloon de luxe, immaculate condition throughout; £595.—Brown's Garage, Loughton (Essex) 4119 (Tube). [6399

£495.—1936 Rover 12 6-light saloon, black, in excellent condition throughout.
MAKIN & HARRISON (MOTORS), 492-6 High Rd., Chiswick. Chiswick 0558/2619. [5563

GORDON CARS (LONDON), Ltd.—1947 Rover 12hp saloon, grey, exceptional order.—Gordon House, 373, Euston Rd., N.W.1. Euston 5611 [6777

1935 Rover 12 de luxe saloon, black/green hide upholstery, one owner since new, genuine mileage 58,000, rebored at 48,000, taxed, £365.
TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593-4 [1700

£300.—1935 Rover 12 blue saloon, rebored, recent respray, one owner, good running order.—Oates, 4, Cavendish Ave., N.W.8. Tel. Cun. 6702. [6665

1937 Rover 12 de luxe saloon black with brown leather, good condition; £375.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127 [6814

1947 (May) Rover 12 sal., 10,000 miles, black-brown, radio, many extras.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6350

CEDARS GARAGE.—All our used cars are carefully selected, tested and overhauled in our workshops before being offered for sale with a 3 months' written guarantee and 2 free after-sales services.

1938 Rover 12 sports saloon, black, green hide; this car was completely reconditioned mechanically 5,000 miles ago, and the bodywork is in keeping with the mechanical condition; £575
CEDARS GARAGE, Lee Terrace, Lewisham Green 2920 [6639

ROVER 14

BROOKLANDS.

1947 Rover 14hp saloon, black, Bedford cord, speedometer reading 11,000 miles, exceptional throughout.
103 New Bond St., London, W.1. Tel. Mayfair 8351-6. [6652

BROWNS for Rovers.

1939 Rover 14hp saloon de luxe, immaculate condition throughout; £595.—Brown's Garage, Loughton (Essex) 4119 (Tube). [6398

1938 Rover 14 de luxe saloon, excellent condition, guaranteed; £395; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6725

ROVER 14

1947 Rover 14hp de luxe saloon, 6,000 miles, genuine, fitted radio and heater, really unmarked; 985gns; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [6157

ROVER 16

1946 (Dec.) Rover 16 sal., black, brown leather, radio, unmarked.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6351

ROVER 60 & 75

CAR MART, Ltd.

SEE advertisement on page 26. [5929

TOM GARNER, Ltd., offer:—

1948 Rover 75 P.3 6-light saloon, black with red leather, 6,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. [6338

WARWICK WRIGHT, Ltd., offer:—

1948 Rover 60 sports saloon, black, brown leather, 15,000 miles; £1,395.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5078

MANN EGERTON & Co., Ltd., offer:—

1948 Rover 60 saloon, green with green leather upholstery, under 9,000 miles, immaculate condition.
14, Berkeley St., London, W.1. Regent 2073. [6425

1948 Rover 75, black/brown leather, heater, low mileage, one owner, original condition; £1,475.—Odeon Motors, Ltd., Barnet 4100. [6384

1949 (Sept.) Rover (75) sports saloon, black, 17,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6702

1948 (July) Rover 60 sal., black, grey leather, radio, 11,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6356

1948 Rover 75, 15,000 miles, excellent condition; £1,360.—Clayton's Cars (London), Ltd., 337, Euston Rd., London N.W.1. Tel. Euston 5228 (5 lines). [6420

1948 Rover 75 de luxe saloon, finished green, leather upholstery, heater, genuine, 8,000 miles only, as new throughout; trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [3301

1948 (July) Rover 60 de luxe 6-light saloon, finished black with grey leather upholstery, 10,000 miles only, one owner, fitted built-in radio, heater, taxed as new throughout; trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [4446

Rover 60 and 75 Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Rover 75 cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6698

WANTED, 1948-9 Rover 75 saloon, covenant free, low mileage, no dealers.—Robinson, 2, Regent St., Cambridge [5739

LAND-ROVER

1949 Land-Rover, 14,000 miles, one owner, any examination; £595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. 2642. [6565

ROSE & YOUNG, Ltd., offer: 1949 Land-Rover, one owner; bargain, £495.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6607

1949 Land-Rover, trafficators, moderate mileage, excellent condition, one owner; £525; exchanges and hire purchase arranged.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Frobisher 0063 [6315

ROVER MISCELLANEOUS

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST RD. (Ealing 3477)
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0029

BEARTS, of Kingston Rover specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3348.

R. P. POWELL MOTORS, Ltd., for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

1939 Rover saloon, black-brown, 40,000 miles, excellent; £595.—L. F. Dove, Ltd., The Mid-Surrey Car Centre, Guildford Rd., Woking 1282. [6470

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

DICKS CAR SALES offer:—

1940 Rover 10 saloon, very superior car; £595.—Below.

1936 Rover 14 streamlined sports saloon, recent overhaul; £345.—Below.

1936 Rover 14 saloon, very carefully used; £355.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5894

CAMDEN MOTORS.—Rover 75 sportsman's 4-light saloon, 1949, black, red leather, superb specimen, one owner, H.M.V. Radiomobile; genuine opportunity at £1,425.

CAMDEN MOTORS.—Rover 16hp sports saloon, 1946, immaculate car, coachwork finished in Rover green, literally unmarked, very carefully used by one owner only since new, nominal mileage only; £950.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1938, original throughout, even to the mats, outstanding mechanical order, new Dunlop tyres, discs, etc.; £445.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1946-7 beautifully finished in Rover grey with blue leather interior, upholstery protected by tailor-made loose covers, right from new, whole appearance almost impossible to fault, small mileage; £950.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1939-40, late type model with similar features to post-war Rover, exceptional condition, unused 1941-1945, very moderate mileage in consequence; £665.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1939, similar to above model but somewhat higher mileage, excellent mechanical order; £595.

CAMDEN MOTORS.—Rover 14hp Tickford foursome drop head coupe, 1939, scarce and highly sought after model, attractive conditioned coachwork, finished Rover grey, with blue leather, extensive overhaul by distributors March, 1950, several extras, Fram, twin Lucas spots, demisters, etc.; £695.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1937, above average condition for the year, outstanding mechanical order; £375.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, June, 1947, sparkling condition throughout, immaculately maintained by one owner, taxed half duty, small mileage; £1,045.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, March, 1940, original black finish, brown leather interior, sound mechanical order, new Dunlops fitted; outstanding opportunity at £595.

CAMDEN MOTORS.—Rover 12hp sportsman's 4-light saloon, 1938, somewhat scarce model, one owner only since new (original registration), attractive metallic red finish; specially recommended at £495.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1946-7, superbly maintained little motor, one very fussy owner since new, fitted radio and other extras; £895.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1939, late type model, makers' wheels and post-war instruments and features, original black finish, tip-top mechanical order; £595.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock; write for post-free catalogue; easy and confidential hire purchase facilities, part exchanges; purchasers' fares refunded from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Mon.-Sat. [6442

Rover Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rover cars.—150 Park Lane, W.1. Grosvenor 3434. [0971

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT WEST RD. (Ealing 3477.)

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLY'S, Ltd. England's leading Motor Agents. [0030

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6138

CAFFYNS, Ltd., are good buyers of post-war Rover cars.—King St., East Grinstead. Tel. 717. [9854

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

ROVER 10 saloon wanted not earlier than 1939.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [6397

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station N.2. Tudor 2301-2. [7396

Rover Cars Wanted

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

WANTED, a 1939 Rover 12 or 14 saloon car in A1 condition to replace a "fire loss."—Details and price to G. T. Reed & Co., Assessors, 16, Orchard St., Bristol, 1. [6291

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5843

Rover Spares and Service

DRY'S GARAGE, Ltd., Kenton Rd., Kenton. Rover main agents. Sales and service: Wordsworth 1143

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors, for spares and specialised service.—Tel. Datchet 54. [7127

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321 Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SINGER

BROWN'S for Singer.

1940 Singer 9hp sports roadster, two owners, the whole mechanical condition and appearance of this car is equal to the average 1948 model; £395.—Brown's Garage, Loughton (Essex) 4119 (Tube). [5608

QUICK RESULTS TWICE!

Dr. F. W. SCHOFIELD of DERBY writes:

"It has happened twice I must comment.

A year ago you advertised my caravan; result, sold for my price *same* day, and my phone rang, on and off, for 8 days.

Last Friday, i.e. yesterday, you advertised my car. Three phoned that day and one caller. To-day three more phoned and caller pays my price and drives car away, 9.30 p.m.

Your service is worth a lot of money to me and your charges ridiculous.

I am Yours. In your Debt."
(Signed) F. W. Schofield.

ELITE MOTORS offer:—

1947 Singer 10 4-door de luxe saloon, in immaculate condition throughout, black with brown leather interior, mileage 20,000, very attractive appearance, fitted with Notek spot lamp; £595.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [6615

1938 Singer 9 Bantam saloon; £250; and

1936 Singer 9 Bantam saloon; £195.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5145

THE SINGER DISTRIBUTORS.—1936 Singer Le Mans.—Below.

THE SINGER DISTRIBUTORS.—1947 Singer 10 saloon.—Below.

THE SINGER DISTRIBUTORS.—1939 Singer 9 roadster.—The Singer Distributors, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6489

GORDON CARS (LONDON), Ltd.—1949 Singer S.M. 1500 saloon, black, 11,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Singer S.M. 1500 saloon, beige, 8,000 miles, radio.—Below.

GORDON CARS (LONDON), Ltd.—1948 Singer 10hp saloon, black, 10,000 miles, exceptional order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6775

TRISTRAMS, Ltd., distributors of Singer Cars in North Wales and Cheshire.

SM 1500 saloon, 1950 model, green with leather upholstery, loose covers, rubber overmats, small mileage, a perfect specimen and like new in every respect, fully guaranteed; £1,050.—Tristrams, Ltd., Chester. Tel. 25262.

BUY your used Singer car from Tristrams, Ltd., Singer specialists and distributors since 1928. [4806

1949 Singer S.M. 1500 saloon, 12,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6705

SINGER

SINGER 9, 1933, good runner and starter, 35-40mpg, sports converted to van, good tyres; £85 or offers as spares.—Blount, 125, Southampton Rd., Ringwood, Hants. [6452

245 gns.—Singer 9, June, 1934, Le Mans sports 2-seater, red, red leather, 2 spare wheels, very good condition; taxed; terms, exchanges.—Rowland Smith, below.

145 gns.—Singer 9, 1934 model, sports 4-seater, cream and green, Windtone horns, Marchal spotlight; taxed; terms, exchanges.—Rowland Smith, below.

575 gns.—Singer Super 10, June, 1947, de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6553

HAMILTON MOTORS (LONDON), Ltd., offer: 1948 Singer 10 de luxe 4-door saloon, very good condition; £625.—466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). [6595

MAYFAIR GARAGES, Ltd.—1937 9hp Bantam de luxe sliding head saloon, blue and black, blue leather, good tyres, smart car, in excellent condition, taxed, 5 months' guarantee; £195.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-3105. Open 9-6, Saturdays 9-12. [6305

1938 model Singer Super 12hp saloon, perfect condition, any trial; £400; exchange considered.—Kingston Garage, Springhead, Anlaby, Hull. Tel. 42136, evenings Ferriby 67X. [3902

NAYLOR & ROOT, Ltd.—1948 Singer Super 10 sun roof saloon, black, brown upholstery, excellent performance and appearance, any trial; £650; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [6268

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). [3129

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Perry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0217

SPORTS CARS

BLAKES,

THE Northern Sport and

RACING Car Specialists.

BUY and sell racing and sports cars of all types, specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co., Ltd.,

110, Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [5873A

CHARACTER CARS offer:—

THE compliments of the season to all enthusiasts and fellow travellers. They thank all their friends for the goodwill enjoyed during 1950 and will endeavour, themselves, to maintain the same high standards during the forthcoming year.

CELLULOSING service par excellence, expert, honest and inexpensive workmanship; immediate quotation a pleasure.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [6764

B. & G. MOTORS offer:—

£245.—Singer 9 Le Mans open 2-seater, cream and chromium, spotless cellulose, new hood, slab tank, etc., etc.; this is an absolute beauty.

£205.—Wolseley Hornet 12hp Daytona sports 4-seater, red, just bored and crankshaft reground, new pistons, etc.; a specimen.

£145.—Singer 9 open sports 4-seater, choice of two, one blue, one cream; good, sound little cars, with twin carbs, 4 speeds, foldfiat screens, etc.

MANY other sports cars in stock; terms, exchanges.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [6724

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds Kilburn Park Station, Bakerloo Line). Mai. 6044 (10 lines). [3577

SPEEDSTERS, Ltd.—The finest sporting cars in the country.

SPEEDSTERS, Ltd.—Lancia Aprilia, 1938, completely reconditioned at cost of £233, all bills shown, exceptionally attractive price.

SPEEDSTERS, Ltd.—4½ Bentley Speed model sports saloon, coachwork, recent McKenzie overhaul, exceptional chassis, realistic price.

SPEEDSTERS, Ltd.—Offices at "Old Straddles," Cross Oak Lane, Salfords, Nr. Redhill, Surrey. Horley 628. 28 minutes from Victoria. [6562

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

£75.—Oh camshaft Morris Minor 2-str., new tyres, battery, respayed.—64, Grange Rd., Sutton, Surrey. Vigilant 3403. [6258

4½-litre Bentley 1928 model open 4-seater, new hood, recellulosed, excellent condition; owner going abroad; £425.—Ring Frobisher 2816. [6469

ANTHONY CROOK offers:—Post-war Frazer Nash, also Healey, Frazer Nash-B.M.W., Lagonda. See adverts. under Classified Sections.—Anthony Crook, Caterham Hill, Surrey. [3481

H. A. SAUNDERS Ltd.—V.8 C.S.M. Special, first registered Feb., 1949, Mercury engine, 4-speed gear box, telecontrol shock absorbers, finished blue.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6490

RICHARDS & BROWN offer: Bentley 4¼-litre 2/3-seater, exceptional condition and performance, £395; Frazer Nash 1½-litre Boulogne Vitesse rebuilt sports 2-seater, 90mph, £225; part exchanges.—2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7487. [3497

495 gns.—Jaguar 100 1939 3½-litre super sports 2-seater, bronze with red leather, outside exhaust, bronze cylinder head, Scintilla magneto, stnadard and racing screens, new hood, unworn tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6557

J. H. BARTLETT offers. — Alfa-Romeo 2.3 100mph coupe, £475; Alfa-Romeo 17/50 supercharged 2-seater, choice of two; Delahaye 135M sports saloon, £1,150; Frazer Nash-B.M.W. 327/55 coupe, £575; Healey standard saloon, £1,350; Healey Silverstone, choice of two; Bugatti Type 46 saloon, £550; Invicta 100mph 4-seater, £595; Talbot team car, £495; M.G. 1946/47, 6,000 miles, £595; and many others.—27a, Pembridge Villas, W.11. Bayswater 0525. [4962

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3.—Allard, 1949 late, streamlined 2-seater, Bugatti blue, low mileage, very fast; Healey 1949 model special streamlined fixed head coupe, negligible mileage, emerald green; Lancia Aprilia, November, 1938; Mercedes (see our Mercedes advert.); Talbot 110, ex-Mike Couper record car, completely rebuilt and road equipped. Coming in: Alvis Speed 25, 1939, showroom condition, also Lancia Aprilia, 1939, Supperleggerio type streamlined coupe.—Flaxman 0052. [5632

PERFORMANCE CARS, the sports car specialists of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 1111), offer with 3 months' written guarantee: 1939 Alfa Romeo 19.2hp 2.3 drop head by Pinin Farina, £800; 1948 (1942) Ford Mercury 30hp super de luxe saloon (£10 tax), reconditioned engine, £475; 1939 Triumph Dolomite 14-65 drop head roadster, specimen car, £455; 1937 A.C. 2-litre 16-80 competition 2-seater, £435; 1925 Bentley 24.8hp 3-seater 3-litre chassis, 4½-litre engine, £375; 1928 Bentley 4½-litre tourer, £350; 1935 Lagonda Rap : 10hp 4-seater tourer, £325; 1934 Lagonda 4½-litre pillarless saloon, £265; 1932 Aston Martin 1½-litre 4-seater tourer, £295; 1936 Ford V.8 30hp saloon, £185; 1937 Renault 18hp drop head foursome, £185; 1934 Talbot 14hp sports saloon; 1932 Wolseley Hornet 12hp 4-seater tourer, £145; 1933 Riley 9hp saloon, body rough, £95; 1928 Austin 7hp open 2-seater, £85; 1930 Sunbeam 20hp 4-seater tourer, £85; 1930 Morris Oxford 14hp 2-seater with dickey, £55; 1923 Rolls-Royce 21.6hp tourer, rough, £100; 1924 Rolls-Royce, 21.6 chassis only, £100. See also under M.G.; part exchange, hire purchase, immediate insurance on any car. [6781

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT.—We are interested buyers of all sports cars.—27a, Pembridge Villas, W.11. [9409

PERFORMANCE CARS, of Daleham Mews, Belsize Lane, N.W.3 (Ham 1111).—The sports car specialists, buy sports cars for cash immediately. [5899

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S. Cars Wanted

ROWLAND SMITH S. the S.S buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041 [0988

STANDARD 8

1947 Standard 8 saloon, grey, speedo, 28,000, very nice condition throughout; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6113

H. A. SAUNDERS, Ltd.—1947 Standard 8 tourer, Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6488

£298.—Standard 8 1939 2-dr. sln., sldg. roof, leather interior, excellent mechanically, choice 3; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds Holland Park Tube.) [6275

1947 (May) Standard 8 tourer, black, 11,000 miles. —Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6353

1946 (September) Standard 8 saloon de luxe, black; £450.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [5606

1945 Standard 8 saloon, very nice order, £410.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6804

1947 (October) Standard 8 saloon de luxe, 11,000 miles, black; £510.—L. F. Dove, Ltd 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [3828

1948 Standard 8 saloon, black/brown upholstery, 3,700 miles, almost new condition.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [6592

280 gns.—1939 Standard 8 sun saloon, black, leather upholstery, genuine post-war condition; £100 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211 [5918

1946 (June) Standard 8hp de luxe saloon, black, brown leather, moderate mileage, very sound and in nice condition, taxed; £450.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4641. [2731

STANDARD 9

H. A. SAUNDERS, Ltd.—1939 Standard 9 saloon.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6487

STANDARD 9

£165.—1936 Standard 9 saloon, black, clean condition, taxed; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6631

£225.—Standard 9 saloon, 1936, finished in condor grey, an ideal car for economical motoring. —M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3779. [6361

STANDARD 10

G. P. (BALHAM), Ltd., offer:—

325 gns.—1939 Standard 10 4-door de luxe saloon, reconditioned throughout, any trial.—2c, Balham Hill, S.W.12. (100 yds. Clapham South Tube). Batt. 1107-8-9. [6401

STANDARD 10 1935 T. and I., perfect condition, any trial; £160.—Jarvis, 1, Silvermere Ave., Romford. Tel. 1337. [5756

1936 Standard 10 saloon de luxe; £250.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [5604

1939 Standard 10 4-door saloon, black, in very good condition throughout, bargain; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1778

MAYFAIR GARAGES, Ltd.—1939 model 10hp super de luxe 4-door sun-roofed saloon, black, red hide upholstery, good tyres, carefully used, excellent condition throughout, taxed, 3 months' guarantee; £375.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Saturdays 9-12. [6306

STANDARD 12

BROWN'S for Standards.

1948 Standard 12hp drophead foursome coupe, immaculate condition; £765.—Brown's Garage, Loughton (Essex) 4119 (Tube). [9765

1938 Standard 12 de luxe saloon, in original condition throughout; £295; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [6166

1947 Standard 12 saloon, black, one driver, perf. cond.; £6-5.—...le, 604 Beatty House, Dolphin Squar S.W.1. Vic 3800. [4188

1948 Standard 12 4-door saloon, almost unmarked, one owner; accept £785.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8.

£285.—1938 Standard Flying 12 de luxe saloon, grey, hide interior, clean condition, taxed, good tyres, excellent runner; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6627

1948 Standard 12hp drop head coupe, grey, blue upholstery, low mileage, excellent condition throughout; £835; exchanges and hire purchase arranged.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Frobisher 0063. [6314

695 gns.—Standard 12 1946 foursome drop head coupe, black, red leather, radio, demister, good tyres, small mileage, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [6559

STANDARD 14

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Standard 14 drop head coupe, black, brown leather, immaculate condition; £825.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [5640

SIMPSONS MOTORS offer:—

1948 model Standard 14 saloon, moderate mileage, exceptionally clean.

SIMPSONS MOTORS (Wembley), Ltd. (American car specialists). Wembley 3903. [1382

ROSE & YOUNG, Ltd., offer:—

1948 Standard 14hp saloon de luxe, small mileage, exceptional condition; £750.—65-69, Sternhold Ave., Streaham Hill, S.W.2 (1 minute Streatham Hill station). Tulse Hill 6464. [5057

1937 Standard 14hp saloon de luxe, black/red leather, guaranteed; £325.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [6508

1948 Standard 14, grey with blue leather, low mileage, in excellent condition; £795.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2923

ARCHIE SIMONS & Co., Ltd.—1938 Standard 14 saloon; £345.—94, Gt Portland St., W.1. Lan. 1343. [6761

1948 (reg. 1941) Standard 14 saloon, 16,000 miles, l.h. drive; £665.—J. F. Crawley. Western 6015. [6793

1947 Standard 14 drop head coupe; £750.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [4966

1947 Standard 14 hp saloon, 22,000 miles, new engine just fitted; £750.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [4823

1947 Standard 14 saloon, superb condition, £735.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6805

1947 (Oct.) Standard 14 sal., grey, blue leather, 11,000 miles, unmarked.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6357

1938 Standard 14 saloon, blue, in very good condition throughout, any trial; £400.—Wembley Court Motors High Rd., Wembley. Arnold 5221-2. [4452

STANDARD 16

£45.—Unrepeatable bargain; Standard 16 4-door saloon, runner but needs gasket replacing.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6632

STANDARD VANGUARD

DICKS CAR SALES offer:—

1949 Vanguard saloon, 7,000 miles only as new.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [3290

STANDARD VANGUARD

H. A. SAUNDERS, Ltd., offer:—

1949 Standard Vanguard saloon, black with tan leather upholstery, fog lights, 5,000 miles; £1,045.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [6245

WARWICK WRIGHT, Ltd., offer:—

1949 Standard Vanguard saloon, green, green leather, 1,000 miles; £1,125.

1949 Standard Vanguard saloon, grey, blue leather, 5,000 miles; £1,125.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6597

GLANFIELD LAWRENCE offer:—

£995.—1949 Standard Vanguard, green, with red upholstery, radio, in immaculate condition. —407, High Rd., N.12. Finchley 0091. [3371

CHARLES RICKARDS, Ltd. offer:—

1949 (Nov.) Standard Vanguard saloon, black, brown leather, genuine mileage 2,500 as new throughout; £1,045.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820 [6416

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Standard Vanguard saloon, leather upholstery, heater, etc., taxed; £950.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [1305

1949 Standard Vanguard, low mileage, exceptional order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [5702

1949 (Sept.) Standard Vanguard saloon, metallic silver, one owner, loose covers, speedo. 7,200; £995.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4456

1949 (May) Vanguard saloon, heater and radio, 16,000 miles, £900.—A. Gray & Co., Guildford 2885. [6795

1949 Vanguard, low mileage, beautiful condition. —Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970 [3376

1949 Vanguard saloon with leather and heater, immaculate, £950.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6758

1949 Standard Vanguard, finished in metallic grey with red hide upholstery, fitted heater, 4,000 miles; £1,065; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St., Sheffield, 1. Tel. 24687. [4868

STANDARD Vanguard, choice of two, both with radio, leather, heater; from £895.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [6017

LATE 1949 Standard Vanguard, 4,000 miles only, green with leather upholstery; £1,000; perfect condition.—73, Dorchester Ways, Hayes, Mdx. [6293

VANGUARD saloon, reg. Sept., 1949, finished in metallic grey, condition as new, fitted covers; £929. —Call Princes Head, Richmond Green, Surrey. [6284

1949 Vanguard, 7,000 miles, radio, heater, leather, as new; £1,025.—Barnes Garage, 515, Finchley Rd., Hampstead, N.W.3. Ham 2221. Mal. 1627.

1949 Standard Vanguard saloon, 8,000 miles, radio and heater, immaculate condition.—Autowork (Winchester), Ltd Tel. Winchester 4834/3406. [6502

£895.—November, 1949 Standard Vanguard, immaculate grey finish, very small mileage indeed, serviced by distributors since new, heater, etc.; offered with a special written guarantee by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock. Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery. [6433

1949 Vanguard, under 10,000 miles, grey, grey leather, H.M.V. radio, heater, spotless; £965.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4.

1949 (July) Vanguard, green and green leather, radio, heater, 8,100 miles, unmarked, maintained with extreme care, one owner; £965.—Greaves, 9, Streather Drive, Corby, Northants. Corby 2255.

ROSE & YOUNG offer: 1949 Standard Vanguard, immaculate condition, leather, heater, radio, 12,000 miles, black; £895.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6066

1949 (Oct.) Vanguard, black with brown leather upholstery, radio, 9,700 miles, carefully maintained, excellent condition, sale by private owner; £960.—Harding, Highfield, Wellington, Somerset. Tel. 151 evenings. [6672

NAYLOR & ROOT, Ltd.—1949 Standard Vanguard saloon, smoke grey, leather upholstery, unblemished condition throughout, any trial; £925; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [6267

STANDARD MISCELLANEOUS

BOON & PORTER, Ltd.

1947 (first registered) Standard 7-passenger Utility, one owner, carefully maintained; £450.

CASTELNAU, S.W.13 (by Hammersmith Bridge), Riverside 4444. [6716

MONTROE MOTORS offer:—

1934 Standard 10 saloon, 4-door, £175.

1937 Standard 9 de luxe saloon, reconditioned engine, £265.

1938 Standard 10 saloon, 4-door, £325.

1938 Standard 12 saloon, immaculate, recellulosed blue, £385.

1939 Standard Super 12 saloon, £395.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6800

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD MISCELLANEOUS

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard, black, 6,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard, green, leather, heater, radio.—Below.

GORDON CARS (LONDON), Ltd.—1948 Standard 8hp drop head coupe, black, one owner.—Below.

GORDON CARS (LONDON), Ltd.—1948 Standard 14hp saloon, black-red, immaculate.—Below.

GORDON CARS (LONDON), Ltd.—1947 Standard 14hp drop head coupe, black, perfect condition.—Below.

GORDON CARS (LONDON), Ltd.—1947 Standard 12hp saloon, black, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6774

CARRS AUTO SALES, Ltd., Croydon-Purley area distributors, always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

RS

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

IURGENTLY need post-war Standard.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [9721

MARSTON MOTOR Co., Ltd., for your Standard.—Tel Sta. 8000.—Seven Sisters Rd., Tottenham, N.15 [0181

CASH buyers of low-mileage Standard 12s, 14s. Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242. [0870

APPROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 194-198, King's Rd., S.W.3. Flaxman 4801-2-3. [6817

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431

Standard Spares and Service

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. *Canonbury 3190. [0294

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

STANDARD spares, all models from 1935; replacement units; complete overhauls; recellulosing.—Puttocks Garage, Alexandra Terrace, Guildford. Tel. 5391. [6210

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph; sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

STANDARD spares, large stocks.—Post your enqu.. to Northdown Motor Co., Northdown Rd., Margate distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [1572

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (FINCHLEY) Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley N.3. Finchley 5908-9. [0002

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 2114 (10 lines).

STUDEBAKER

DICKS CAR SALES offer:—

1941 Studebaker 20hp Champion saloon, very economical; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [5895

1938 Studebaker luxury 6 saloon, guaranteed; £525; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [6110

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker.—Wembley 3903.

SUNBEAM-TALBOT

TOM GARNER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, green with brown leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6339

MONTROE MOTORS offer:—

1940 Sunbeam-Talbot 10 saloon; £565.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [4464

SUNBEAM-TALBOT

BROWN'S for Sunbeam-Talbots.

1939 Sunbeam-Talbot 10hp saloon de luxe, excellent condition; £495.—Brown's Garage, Loughton (Essex) 4119 (Tube) [4791

CHARLES RICKARDS, Ltd., offer:—

1948 (March) Sunbeam-Talbot 10hp saloon, metallic grey, 12,000 miles, very carefully maintained, in faultless condition throughout; £875.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [6411

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather, heater, 15,000 miles; £1,350.

1949 Sunbeam-Talbot 80 saloon, silver green, buff leather, 13,000 miles; £1,250.

1949 Sunbeam-Talbot 90 saloon, black, buff leather, radio, 12,000 miles; £1,350.

1949 Sunbeam-Talbot 80 convertible coupe, silver, green, buff leather, 4,000 miles; £1,325.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5673

GORDON CARS (LONDON), Ltd.—1949 Sunbeam-Talbot 90 saloon, black, 12,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 10hp saloon, grey, one owner only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6771

SUNBEAM-TALBOT 80 saloon, gunmetal grey, free of covenant, 8,000 miles; £1,200.—Write Box 7631. [6260

1949 Sunbeam-Talbot 90 saloon, heater, black, 7,000 miles; £1,250.—A. Gray & Co., Guildford 2885. [6796

1939 Sunbeam-Talbot 4-litre saloon, recent engine overhaul, sound throughout, unrepeatable bargain; £425.

A.Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mal. 4723. [5911

1948 Sunbeam-Talbot 10hp saloon, one owner, gunmetal; £775.—Grove Motors, North Rd., Southall 3477. [2910

7000 miles.—A 1947 2-litre Sunbeam-Talbot drop head coupe, colour granite grey with grey leather, as new.

8000 miles.—A 1947 (Nov.) 2-litre Sunbeam-Talbot saloon, black with beige cloth upholstery.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685 [5532

1949 Sunbeam-Talbot 80 saloon, satin bronze, low mileage, as new throughout, one owner; £1,200.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [6656

1949 (Nov.) Sunbeam-Talbot Type 90 sun roof sports saloon, finished black with brown hide upholstery, run a genuine 4,900 miles, the whole car is unmarked; £1,350; exchange considered.

J. BLAKE & Co., Ltd., 110, Bold St., Liverpool, Royal 6622. [6451

1949 (Nov.) Sunbeam-Talbot 80 saloon, green with with leather, radio, 2,000 miles, virtually new car; trade and part-exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [5876

545 gns.—Sunbeam-Talbot 1947 10hp sports 4-seater, silver, grey leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6551

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp foursome drop head coupe, 1940, very scarce model, attractive conditioned black coachwork with natural hide upholstery, brand new maroon hood, exceptional performance, steering brakes and back axle just overhauled; outstanding opportunity at £565.

CAMDEN MOTORS.—Sunbeam-Talbot sports saloon, 1939, finished in metallic green with green leather, very pretty car, works reconditioned engine fitted June, 1950, mileage under 4,000 since, all new Dunlop tyres; £550.

CAMDEN MOTORS.—Sunbeam-Talbot sports saloon, 1939, similar to above, condition a shade less outstanding, good engine; £495.

CAMDEN MOTORS.—Sunbeam-Talbot foursome drop head coupe, 1939, silver grey with grey leather, especially outstanding mechanically, used recently by our works manager, who specially recommends; £525.

CAMDEN MOTORS.—Sunbeam-Talbot sports saloon, 1938-9, finished dark blue, very clean condition, lively little engine but most economical, fitted radio, etc.; £425.

CAMDEN MOTORS, Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock. Write for post-free catalogue. Easy and confidential hire purchase facilities, part exchanges. Purchasers' fares refunded in full from any part of the country. Free delivery anywhere inc the United Kingdom. Showrooms open till 8 p.m. Mon.-Sat. [6443

Sunbeam-Talbot Cars Wanted

RROOTES.

RDISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. Central 6411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly W.1. Tel. Grosvenor 3401. [0111

R

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

Sunbeam-Talbot Cars Wanted

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0069

TALBOT

TALBOT 17.9hp sports saloon, 1935, blue, excellent condition; £185.—Wareing, Railway Tavern, Hamworthy, Dorset. [5822

£395.—Talbot 10hp sports sln. 1938, metallic grey, grey leather, very pretty little model, lively but economical engine, 5 new Dunlops, twin windtone horns, etc.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars in stock. Write for post-free catalogue. Hire purchase, part exchanges. Free delivery. [6434

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0991

TRIUMPH

BROOKLANDS.

1949 Triumph razor edged saloon, black, beige leather, fitted radio, speedometer reading 7,000 miles.

1949 Triumph 2000 roadster coupe, polychromatic green, red leather, fitted radio, small mileage.

1948 Triumph 1800 roadster coupe, grey, blue leather, small mileage.

103 New Bond St., London, W.1. Tel. Mayfair 8351-6. [6653

NEWNHAMS, Ltd.

1949 Triumph 2,000 roadster, excellent condition.

1948 Triumph 1800 razor-edge saloon, grey with red, low mileage.

1939 Triumph 14hp Dolomite saloon, black with brown, excellent condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [6405

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 razor edge saloon, gunmetal with grey leather, heater and many extras, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6342

H.W. MOTORS, Ltd., offer:—

1947 Roadster, gunmetal-blue leather, cellulose unmarked, folding head new, one owner, works maintained, new tyres, taxed, exceptional condition; £785.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [6723

H. A. SAUNDERS, Ltd., offer:—

1949 Triumph 1800 saloon, grey with grey leather interior, 10,000 miles; £1,245.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [6239

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2000 R.E. saloon, gunmetal grey, grey leather, 7,000 miles; £1,395.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2060

WANSTEAD MOTORS, Ltd., offer:—

1949 Triumph Roadster, bronze, Radiomobile, 10,000 miles; £1,095

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [6396

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Triumph 2000 model, 12,000 miles, immaculate; £1,025.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [3275

1948 Triumph 1800 Roadster, nominal mileage, one owner; £850; 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3362

1949 2000 Triumph saloon, colour metallic grey, 7,800 miles; £1,275.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [1166

£425.—1938 Triumph Dolomite sportsman's saloon, black, blue hide upholstery, ex. tyres, immaculate condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick Chiswick 0558-2619. [5561

1949 Triumph Roadster 2000 model, as new; £1,050.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey Tel. 4371. [2067

1949 Triumph Roadster, Radiomobile, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6706

1949 Triumph 2000 razor edge saloon, black, radio, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6705

1949 Triumph 2000 R.E. saloon, gunmetal, grey leather, radio, heater, spare unused.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/4. [6329

GORDON CARS (LONDON) Ltd.—1946 Triumph "1800" saloon, black, exceptional throughout.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6769

1949 Triumph 2000 model roadster, radio, heater, many other extras, excellent condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [6310

1948 Sept. Triumph 1800 roadster, ex. cond., 16,000 miles, grey, blue leather.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6354

1949 (June) Triumph 2000 saloon, 9,000 miles only, finished black with beige leather upholstery, taxed December, absolutely spotless throughout; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [4443

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1938 (August) Triumph Vitesse, sound mechanical condition, twin carburettors, P100 head lamps, demonstration in London area; offers.—British Gates Biddenden, Kent. [6283

1948 (September) Triumph 1800 razor edge saloon, black with brown leather, 16,760 miles, fitted H.M.V. radio, as new; £1,075.—Pantiles Service Garage, London Rd, Guildford 5326. [6388

£356.—1937 model Triumph Vitesse 14/4 sports saloon, pale green, Dunlopillo interior, excellent runner, smart appearance.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6626

1949 (March) model 2000 razor edge saloon, one owner, grey and grey leather, moderate mileage, H.M.V. push-button radio; £1,095.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. 2642. [6564

£750.—Triumph "1800" roadster, gunmetal, blue leather, first registered November, 1946, exceptionally good condition throughout.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [6808

£435.—Triumph Dolomite 14hp sportsman's saloon, immaculate bodywork, beautifully maintained chassis by enthusiast, although 1938 model, could pass for post-war product, 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6090

750 gns.—Triumph 1800, July, 1946, roadster, silver grey, maroon leather, Windtone horns, good tyres, one careful owner, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [6552

1948 (July) Triumph 1800 saloon, black, fawn leather, fully equipped, and in really first-class condition throughout; supplied and serviced by us since new, one particularly careful owner; £965; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, Bayswater, W.11. Bay. 4274. [6747

Triumph Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 6000 Seven Sisters Rd., Tottenham, N.15. [0182

BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars. Upper St. Martin's Lane, W.C.2. Tem. 3588. [6697

CASH buyers of low-mileage 1800 and 2000 Triumphs, distance no object.—Hattons, Lord St., Southport Tel. 2268. [0804

Triumph Spares and Service

NEWNHAMS, Ltd.
TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St John's Wood, N.W.8 Maida Vale 9114 (10 lines).

UTILITY CARS

WARWICK WRIGHT, Ltd., offer:—

1949 Austin A40 Countryman Utility, green, brown leather, 7,000 miles; £950.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5675

1948 Bradford Utility, recellulosed blue, excellent condition, guaranteed; £450.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6512

1939 Hillman Minx, with utility bodywork seating for four very attractive body; £395.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla 2234. [1364

ESTATE car, Hillman, 1947, one owner, 18,000; £675.—Horne, Bunkersland, Tiverton, Devon. [6670

1949 Bradford Utility de luxe, in sand colour, 3 seats, excellent order, guaranteed; £550.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6509

UTILITY Humber 27hp, exceptionally roomy, beautifully grained body, 1938 series, unbelievable bargain; £225.
WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [6326

1949 Bradford Utility in blue, 2 seats, low mileage, one owner, excellent order, guaranteed; £525
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6511

1949 (November) Hillman estate car, Mark IV, leather upholstery, as new; £975.—A. Gray, & Co., Guildford 2885. [6794

CASS'S MOTOR MART.—1949 Fordson 10cwt fitted 7-str. wooden utility body; written guarantee.—5, Warren St., W.1. Euston 3523. [1825

1939—40 Ford V.8 22hp 6/7-seater utility, good order throughout.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [6506

UTILITY CARS

BEDFORD 12hp, 1948, seats 5-7 comfortably, fitted with radio, heater and roof carrier, steel body resprayed last month; £666 or offers.—Box 7664. [6466

BRADFORD utility, 1947, 4 seats, very good condition, £395; exchanges, terms.—B. & H. Motors, 1468, High Rd., Whetstone, N.20. Hillside 6671-2. [5634

£125.—Wolseley shooting brake, with 1945 Citroen engine, gear box, excellent mechanical order, £47 overhaul recently.—Murr, 143, Beaufort St., S.W.3. Flaxman 6243. [6458

BRITISH SALMSON 12hp, 1,200 miles, registered Oct., 1950, no covenant, high-class body by Park; £900; would consider exchange for higher hp.—Young, Lane Farm House, Addington, Maidstone. [6286

Utility Cars Wanted

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

LATEST type Minx or Austin utility wtd.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75552. [4849

VAUXHALL 10

£345.—Vauxhall 10 1938 4-dr. sln., excellent mechanically, good suspension; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6 (50 yds. Holland Park Tube.) [6272

1947 Vauxhall 10 saloon, one careful owner, genuine mileage 10,900; £675.—Campbell Symonds, Wembley 6262. [5535

£395!—Vauxhall 10hp saloon de luxe, March, 1938, most desirable little car, original finish, very clean coachwork free from major blemish, leather interior neat and tidy, most economical little engine, fitted spotlamp, etc.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock; write for post free catalogue; hire purchase; part exchanges; free delivery. [6431

VAUXHALL 12

CHARLES FOLLETT, Ltd., offer:—

1947 Vauxhall 12hp saloon, black, one owner, 36,000 miles, very good condition, guaranteed; £665.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6828

1947 Vauxhall 12 sun saloon, any inspection, three-month guarantee, £650.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [6754

1946 (November) Vauxhall 12 de luxe saloon, black with brown leather, one private owner, very good order throughout; offers.—348, King St., Hammersmith. Riverside 2837/8. [6602

565 gns.—Vauxhall 12 1946 de luxe 4-door saloon, black, sliding head, brown leather, heater, carefully used, excellent condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6554

VAUXHALL 14

1936 Vauxhall 14hp saloon, grey, with blue leather, 5 very good tyres; £200.
MORGAN'S GARAGE (HOUNSLOW), Ltd., 730, London Rd., Hounslow, Middx. Hou. 4422 [4655

H. A. SAUNDERS, Ltd.—1946 Vauxhall 14 saloon.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6492

1948 Vauxhall 14 saloon, perfect condition; £825.—Herbert & Mills, Church Rd., Ashford, Middlesex. Tel. 2960. [4963

1938 Vauxhall 14 touring saloon, black, green leather, exceptional condition; £295.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West. 4106. [6012

1938 Vauxhall 14 saloon, black, in good condition throughout, outstanding bargain; £300.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5149

VAUXHALL 14 saloon, 1935, excellent order throughout, four nearly new tyres; £175; terms, exchanges.—Lynch Garage (opposite G.P.O.), Uxbridge, Middx. Tel. 122. [6783

1946 Vauxhall 14, black, brown leather, one owner; £695.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [2863

1948 Vauxhall 14 de luxe saloon, finished black, leather upholstery, 15,000 miles, fitted radio, taxed December, in really superb condition throughout; trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-3. [4444

295 gns.—Vauxhall 14/6 1938 4-door touring saloon, metallic silver-grey, blue leather, very good condition; terms, exchanges, list; open 9-7, week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6555

TANKARD & SMITH, Ltd., offer 1948 Vauxhall 14 saloon in black with brown leather, genuine 20,000 miles only, as new in every respect; £865; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [6321

1937 Vauxhall 14 saloon, black, with red leather upholstery; this car has just been recellulosed and is in excellent condition throughout; £340.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051 [4771

1946 Vauxhall 14 saloon, black, leather interior, low mileage, fitted with Ekco car radio, defroster, Notek spot lamp; £725; also 1937 Vauxhall 14 touring saloon, in very good condition throughout; £295.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2 Gla. 2234. [1362

VAUXHALL 14

WALTER SCOTT Ltd.—1937 (model) Vauxhall 14 touring saloon, black, exceptional condition; £325; exchanges, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [1303

VAUXHALL WYVERN & VELOX

TOM GARNER, Ltd., offer:—

1950 series (Nov. 1949) Vauxhall Wyvern saloon, black with brown leather 400 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6345

WARWICK WRIGHT, Ltd., offer:—

1949 Vauxhall Wyvern saloon, grey, grey cloth, 6,000 miles; £965.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5080

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,
OFFER the following:—

1949 Vauxhall Velox, small mileage, grey, radio, heater, etc., any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [6390

H. A. SAUNDERS, Ltd.—1949 Vauxhall Velox saloon, 12,000 miles.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6491

1950 (series) Vauxhall Wyvern, finished in black with brown hide upholstery, fitted heater, 2,200 miles, £985; terms, exchanges.
MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St., Sheffield, 1. Tel. 24687. [4869

1949 Oct. Vauxhall Velox sal., 2,900 miles, blue/grey leather, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6346

VAUXHALL Velox 1950 series, radio, heater, covers, mats, mileage 5,500, as new throughout; available early January; offers over £1,050.—Noon, Pakenham, Suffolk. [6292

1950 series (Nov. 1949) Vauxhall Wyvern saloon, leather, radio, heater, negligible mileage, one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/4. [6332

WALTER SCOTT, Ltd—1949 Vauxhall Velox, black, low mileage, unmarked, one owner; £895.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube) Pri 5914 [4787

1949 (December) ex-covenant Vauxhall Wyvern 12 saloon, black, absolutely indistinguishable from new; £950.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6121

1949 Vauxhall Velox saloon, black, radio heater, 7,000 miles, condition as new; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Square W.1. Mayfair 0821/2. [5726

1949 (April) Vauxhall Wyvern saloon, grey and chromium, grey interior, very low mileage, quite immaculate, written guarantee; £935; terms; exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6363

1950 series Vauxhall Wyvern, blue with brown leather, low mileage, many extras, as new; £945; selection of 50 cars with 3 months' guarantee; trade enquiries welcomed.—H. A. Saunders, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [6313

£945!—1950 series (October, 1949) Wyvern saloon, immaculately finished in dark blue, leather upholstery, very small mileage even for a car just over 12 months' old, maintained and serviced solely by distributors; offered with a special written guarantee by
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock; write for post free catalogue; hire purchase; part exchanges; free delivery. [6432

A PERFECT example of this most popular model, 3,000 miles, a truly magnificent Vauxhall Wyvern saloon 1950 series (November, 1949), finished metallic bronze, brown leather, one owner, full equipment, taxed.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [4476

VAUXHALL 25

VAUXHALL 25 saloon equal to new in every respect, must be seen to be believed, low mileage; £395.—Value Cars, Ltd 362, Upper Richmond Road, East Sheen. [5139

1937 Vauxhall 25hp black saloon, in splendid condition, exceptional bargain; £265; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [6756

1939 Vauxhall 25hp de luxe saloon, this car has only had one ownership and has been immaculately maintained since new, 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd. Finchley, N.12. Fin. 6221. [6091

LIMOUSINE 1938 25hp, partitioned, widest occasionals, leather upholstery, black, nice order, ready service, £845. Alpe & Saunders (100 Limousines; Lists posted) Providence Court, North Audley Street, Mayfair 2941. [6522

VAUXHALL MISCELLANEOUS

SSHAW & KILBURN, Ltd. for Vauxhalls.
IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
S4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017

GORDON CARS (LONDON), Ltd.—1949 Vauxhall Wyvern, 5,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1949 Vauxhall Wyvern, 12,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1948 Vauxhall 12 saloon, blue, exceptional order.—Below.
GORDON CARS (LONDON), Ltd.—1947 Vauxhall 14hp saloon, choice of two, excellent condition.—Gordon House, 573, Euston Rd., N.W.1. Euston 6611. [6767

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL MISCELLANEOUS

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines), Vauxhall main dealers.

1937 Vauxhall 25hp saloon, body in good condition, mechanically sound.

1948 Wyvern, 12,000 miles, black, exceptional condition.

1949 Velox, low mileage, black with brown leather upholstery, as new.

1946 Vauxhall 12, bodywork in good condition, brown leather upholstery, mechanically sound.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [5033

VAUXHALL and other makes of used cars in good condition; let us know your requirements. Tel. Uxbridge 737. Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS) Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

Vauxhall Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4/6 Berkeley Square, W.1. Grosvenor 4328. [0018

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

I REQUIRE post-war Vauxhall urgently.—Fortune, 17 Astwood Mews, S.W.7. Tulse Hill 2768 (day). [9714

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 3903. [8008

WANTED, Vauxhall coupe or similar, or exchange Austin 10 1936 saloon.—69, Ware Rd., Hertford. [6663

URGENTLY required, all makes of Vauxhall cars.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [2898

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 3558. [6696

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0805

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. [0929

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or 'phone Paddington 0022. [0699

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CAC

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged at 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

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WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

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EGHAM MOTOR Co., for Vauxhall cars, spares and service.—Egham By-Pass, Egham 131. [0196

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0381

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393

CARMO fully remanufactured and guaranteed Vauxhall engines; from £30; 1 day fitting; ring PRI. 0141 for details.—Carmo Vauxhall Centre, St. John's Wood Roundabout, London, N.W.8. [0018

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WELHAM'S, Veteran car specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1873 buy and sell. [0201

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COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2561.—Sole distributors for Great Britain. Sales service and spares. [0373

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1947 Wolseley 18hp saloon, black, brown leather and cloth upholstery, fitted reconditioned engine, one owner.

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ALSO other post-war Wolseley models available.

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1946 18hp, 20,000 miles, radio, exceptional condition; £825.

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TOM GARNER, Ltd. offer:

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1940 Wolseley 10 saloon, 4 new tyres, factory reconditioned engine; £395.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6799

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1947 18hp saloon in superb order, black/brown leather, one owner, paintwork and interior unmarked, loose covers, taxed; £875.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [6722

H. A. SAUNDERS, Ltd., offer:—

1949 Wolseley 10 saloon, black with brown leather interior, 15,000 miles; £755.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100yds north of Tally Ho! Corner.) Hillside 0024. [6238

H. A. SAUNDERS, Ltd., offer:—

1949 Wolseley 4/50 saloon, maroon with brown leather interior, 1,000 miles; £1,250.

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S. G. SMITH (MOTORS), Ltd., offer:—

1938 Wolseley 25hp 7-seater, enclosed drive, face-forward occasionals, black with blue leather; this car is in amazing condition, has been chauffeur-driven and maintained in the hands of one fastidious owner; original log book with car, no essential petrol has ever been drawn; this car is not ex-Hackney; £695; trade enquiries invited.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [6151

H. A. SAUNDERS, Ltd.—1947 Wolseley 10 saloon, 18,000 miles.—Below.

H. A. SAUNDERS, Ltd.—1936 Wolseley 12 saloon.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6493

1937 Wolseley 12-48, excellent condition, new tyres, opportunity; £295.

A.Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mai. 4723. [5907

1939 Wolseley 12 saloon, black, in really excellent condition, recommended; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6115

1946 Wolseley 18, black with brown leather, small mileage, beautiful condition; £775.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2926

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083

GATEHOUSE offer:— 1938 Wolseley 18 saloon, £425.—Gatehouse Motors, Ltd., Highgate Village, London N.6. Mou. 4444. [3308

1947½ Vauxhall 14, absolutely immaculate, 22,000; £745; 8-10hp required.—Peck, South Muskham, Newark. (Private.) [6674

GORDON CARS (LONDON), Ltd.—1947 Wolseley 18/80 saloon, black, excellent order throughout.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6766

WOLSELEY Hornet Special; £175; 1954 2-seater, choice of two; hire purchase terms arranged.—Monahan Motors, 594, London Rd., Thornton Heath 5081. [6124

1938 Wolseley 14 saloon, de luxe, in exceptionally good condition throughout; £375.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5875

£195.—1935-6 Wolseley 12 de luxe saloon, easy-cleans, wide body, excellent runner; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6630

1949 Wolseley 6-80 saloon, 8,000 miles, choice of 2, maroon or black; £1,250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6624

£525.—Wolseley 12 saloon, in magnificent condition, finished in black with brown interior; bargain.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [6374

WOLSELEY

WOLSELEY 14hp saloon, finished dual blue and black, engine reconditioned, an immaculate 1937 car in 1947 condition; £445.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [6836

WOLSELEY 12hp saloon, first registered November, 1946, 37,800 miles, owner driver throughout, recently decarbonised, in perfect order, including tyres; £750; can be seen in Oxford.—Box 7654. [6294

1939 Wolseley 14-60 sun saloon de luxe, black with brown upholstery, twin fog lights, fitted for radio, first-class mechanically, excellent appearance; £500.—Tegg, Croft House, The Croft, Hastings. Tel. 905. [6259

LIMOUSINE 1937/38, partition, widest occasionals, leather, magnificent condition carriages, selection from £785. Seen:—Alpe & Saunders (100 Limousines; Lists posted) Providence Court, North Audley Street, Mayfair 2941. [6523

165 gns.—Wolseley Hornet Special, 1933 model 12hp sports 2/4-seater, light blue, blue leather, large instruments, remote control, Ashby wheel, stone-guards, Windtone horns; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6556

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CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0806

1938 saloon 21hp wanted, sound mechanically, reasonable cost; letters.—Thomas, 26, Sunny Hill, Hendon, N.W.4. [1226

APPROACH us first before disposing of your Wolseley car.—Tankard & Smith, Ltd., 194-196, King's Rd., S.W.3. Flaxman 4801-2-3. [6821

JACK ROSE, Ltd., require low-mileage post- and pre-war Wolseley cars.—Stafford Rd., Wallington, Surrey. Wallington 6677/8 [9269

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool, 1. Tel. Royal 6622 [7737

7-SEATER Limousines 25hp Series Three. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [1225

1939 Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [1764

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet. *340. [0707

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0386

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101. Spares, reconditioned unit service and repairs for all Wolseley series models. [9571

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley: sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

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£410.—1938 Vauxhall 10-4 4-door de luxe saloon; this car has been reconditioned throughout and is a showroom model in practically new condition; £135 deposit.

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£325.—1939 Standard 8hp de luxe saloon, expensively resprayed in royal blue with blue leather upholstery, reconditioned engine and 5 practically new tyres, a really nice car in absolute showroom condition; £105 deposit.

£195.—1935-6 Hudson shooting brake, reconditioned engine, new tyres throughout, rear opening doors with bench-type seats fitted; £70 deposit.

£335.—1938 Hillman 14 4-door de luxe saloon, a really immaculate car, finished in black, red leather upholstery, in exceptional mechanical condition and remarkable performance; £110 deposit.

£445.—1938 Rover 10 4-door de luxe sun saloon, an exceptional car, 2 owners only from new, beautifully finished in black with real blue leather upholstery; £170 deposit.

£415.—1939 Austin 16/6 4-door de luxe sun saloon, recently resprayed black, lined good with natural hide upholstery, 5 practically new tyres, this car in all respects is comparable to new; £135 deposit.

WILL you please note that any of the above cars can be demonstrated to you at your own home if you are living within 30 miles of Ilford.

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MARBLE ARCH MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.

HIGH St., Watford, Herts. Tel. Watford 4491. [0185

GENTLEMAN requires small hp car for approximately £300.—Tel. Seven Kings 4492. [5601

8 and 10hp cars, 1938 onwards wanted.—Full details to Jennens Bros. Motors, Ltd., Sutton Coldfield.

EAST SHEEN.—Cresswell's Garage urgently wish to buy all makes of pre-war cars.—Pro. 2612. [0375

PRIDE & CLARKE, Ltd., offer immediate cash payment for any make or model; quotation by return. —Stockwell Rd., S.W.9. Bri. 6251. [0734

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [2006

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [5347

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ROSE & YOUNG, Ltd., offer 1937 Dennis coach, 20-seater, forward drive, sun roof, twin rear wheels; bargain; £225.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill station). Tulse Hill 6464. [1371

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AUSTIN Sheerline, Humber Pullman chassis equipped up-to-date streamlined Bearer or Deck Coachwork.

1938 Eighteen Austin, 7' 3" Deck Coachwork seating four bearers, lavishly equipped, latest streamlined coachwork. Also

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1949 Jowett 10cwt van, nominal mileage; £395.

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82, Park St., W.1. [2882

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1947 Bradford 10cwt van in blue cellulose, exceptionally clean vehicle; £375.

1947 Austin 5cwt van in primer, recent fitted recond. engine, overhauled throughout; £375.

1946 Commer 15cwt truck powered by 14hp engine, economical and of very good appearance; £225.

1945 Fordson Thames, fully enclosed van on 5-ton l.w.b. chassis, recent fitted recond. engine, one owner; £300.

MANY other types of commercial vehicles in stock; please write, 'phone or call for complete list.

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AUSTIN 3-way van, regd. Dec., 1947, in excellent condition; £495.—Tel. Museum 1958. [6231

CASS'S MOTOR MART.—1948 Fordson 10cwt van, just coachpainted blue; £485.—Below.

1937 Morris 10cwt van, reconditioned and just coachpainted blue, £325; written guarantee. 5, Warren St., W.1. Euston 4110. [3265

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1948 Jowett Bradford, £365; 6-light utility, one owner, excellent bodily and mechanically.—Below.

1947 Austin 8 5cwt van, £375; excellent mechanically, good body, unwritten; many others.

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1939 Morris 8 5-cwt. van, in excellent condition throughout; £185; 3 months' guarantee, terms and exchanges.

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1947 Austin 8 van, in very good condition throughout, excellent runner; £300; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [6622

1947-8 Fordson 5cwt. van, one owner, immaculate; £365.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6637

1929 40-50 Rolls-Royce special box van, exceptionally handsome; £275.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066.

JOWETT main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Jefferies, Ltd., 52, Wimslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 3446 [0040

187 miles, 1949 (Nov. 30th) Fordson 10cwt van, cellulosed blue, no lettering.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [6735

1947 Austin 6cwt plain black delivery van, in excellent condition throughout; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3527

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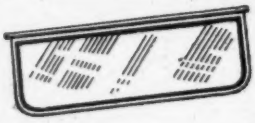

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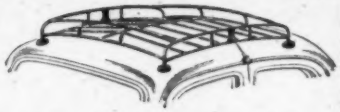

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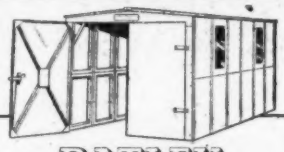

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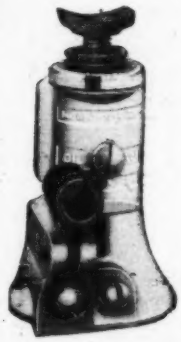

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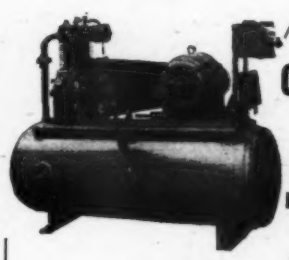

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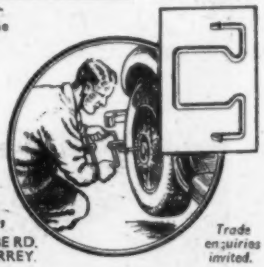

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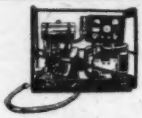

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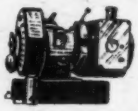

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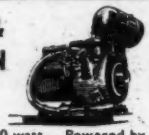

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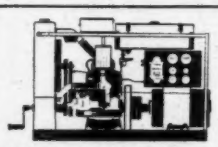

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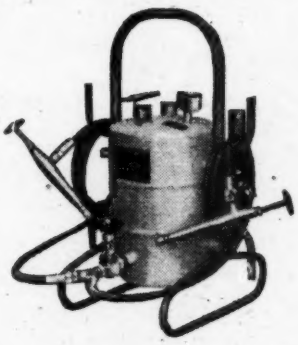

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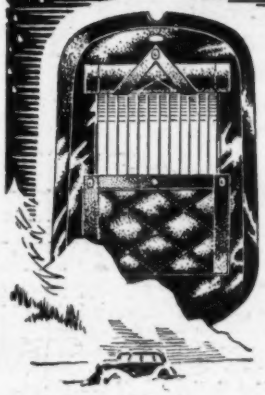

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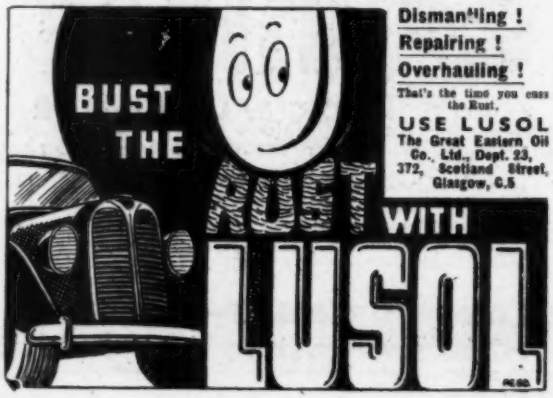

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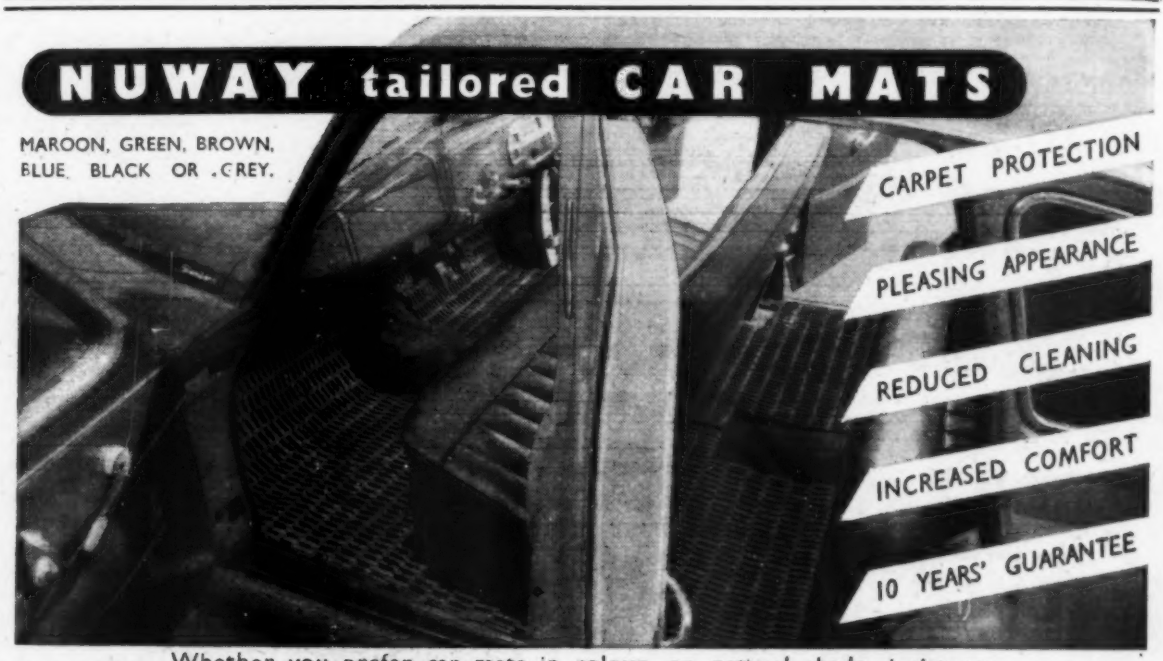

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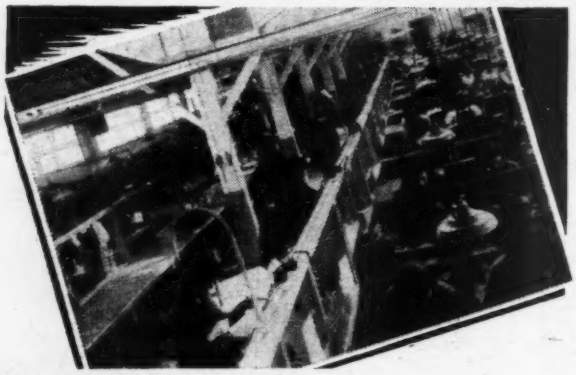

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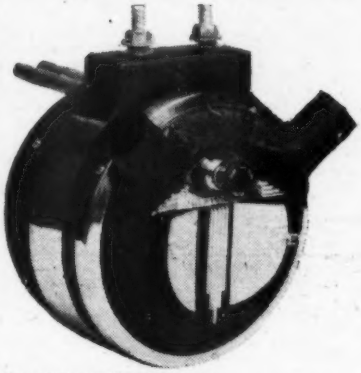

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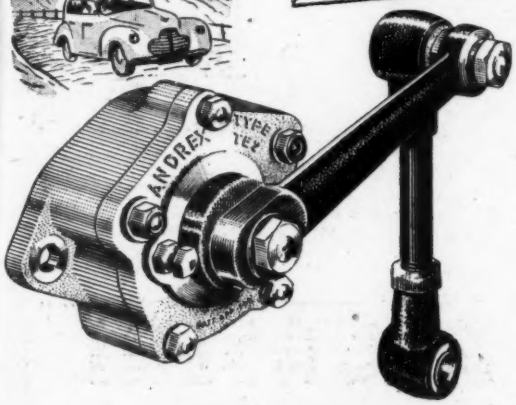

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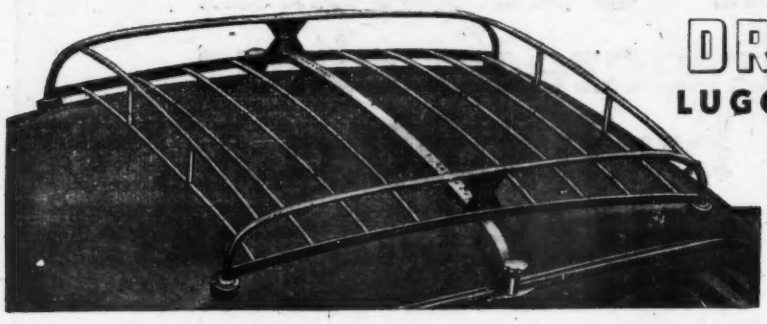

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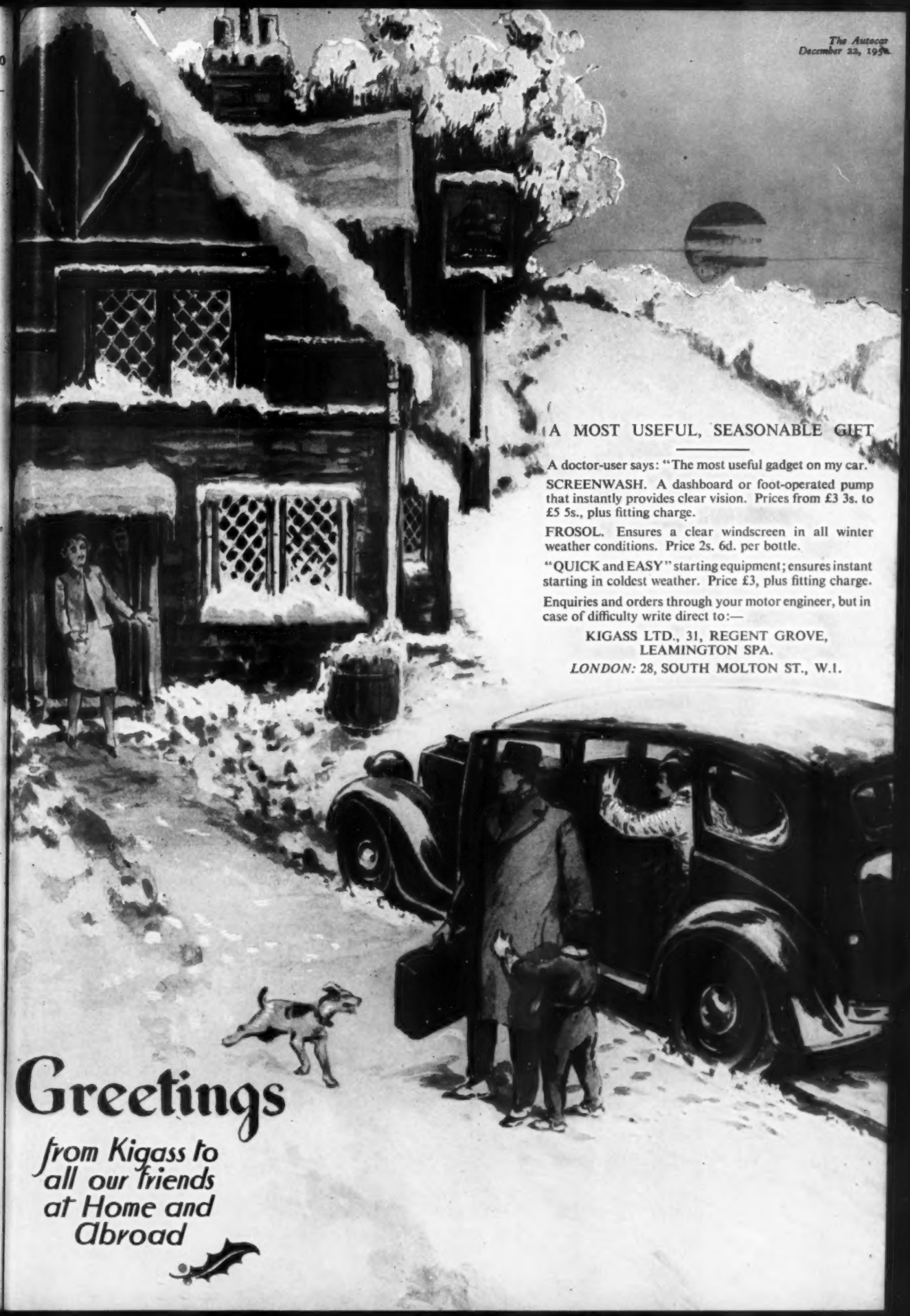
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